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# Hongkong Daily Press.

ESTABLISHED 1857



No. 13,445 號伍十肆百肆千零壹第 日期十式月式年柒十二精光 HONG KONG, TUESDAY, APRIL 16TH, 1901. 式拜禮 號陸十月肆年壹零九千壹香港 PRICE, \$2½ PER MONTH

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WINE SHIPPERS SINCE 1815.  
Who have consigned their Brandy to Hongkong  
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Apply to G. C. ANDERSON,  
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JOHN WALKER & SONS  
FAMOUS  
KILMARNOCK WHISKY.

This World-renowned  
Fine OLD SCOTCH WHISKY Shipped  
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SIEMSSSEN & CO.  
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Price \$10.75 per Dozen.

*SPECIAL BLEND WHISKY*  
Blend  
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Finest Scotch Whiskies  
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TIME-TABLE.

WEEK DAYS.—  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.01 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 9.30 a.m. Every 10 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 15 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 1.45 p.m. Every 15 minutes.  
1.45 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 5.30 p.m. Every 15 minutes.  
5.30 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS.—  
8.45 p.m. & 9 p.m. to 11.15 p.m. every 1 hour.  
8.00 a.m. to 8.20 a.m. Every 15 minutes.  
8.30 a.m. to 9.30 a.m. Every 10 minutes.  
9.31 a.m. to 10.00 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 15 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
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Extra cars at 11.30 p.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the  
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Hongkong, 1st April, 1901.

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We are Agents for the famous "NEW  
HOWE" and "MONOPOLY" CYCLES,  
and we also supply fittings of every description.  
Bargains can be had in second hand Machines.  
Repairs executed with promptitude and skill.  
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33.00 per Bag of 250 lbs.

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One Gallon Tin will make 500 gallons of POWERFUL GERM-DESTROYING  
RELIABLE DISINFECTANT, at a Cost of less than Half a Cent per Gallon.

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[a39]

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Their Brands are formerly known all over the World.

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SUPERB OLD COGNAC, C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

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Each bottle bears an Analyst's certificate.

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BLEND WHISKY,

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[a3102]

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CHAMBERTIN	12.00	14.00
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NUITS	14.00	16.00
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A First Class Hotel in every respect.

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Hongkong, 2nd July, 1901.

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B.—GLENORCHY, MELLOW BLEND, a fine "Soda"	
WHISKY of great age ...	10.80
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Old Malt SCOTCH WHISKIES	14.40

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VERY OLD LIQUEUR

## SCOTCH WHISKY ... \$15.00

of superb quality and great  
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THE HONGKONG DISPENSARY.

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should be addressed to "The Editor."

Correspondents must forward their names and addresses with all communications addressed to the Editor, not for publication, but as evidence of good faith.

All letters for publication, should be written on one side of the paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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## The Daily Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 16th April, 1901

As was thought probable, the election by the ratepayers of two representatives to serve on the Sanitary Board yesterday resolved itself into a farce. Some fifteen gentlemen assembled at the City Hall at the stated hour, but no nominations were made. After an appeal to Dr. HARTIGAN to stand again and a brief but interesting discussion by Messrs. G. W. F. PLAYFAIR, J. W. NORTON KYSER, and R. C. WILCOX, who between them brought out the position of affairs very clearly, the meeting broke up. The ratepayers by their action no doubt wished to convey their sense of the absolute inability of the Sanitary Board as at present constituted and controlled. It is in these circumstances very unfortunate that a larger and more representative body of ratepayers did not make a point of presenting themselves at the City Hall, for we fear that it will now be said that the farce was due simply to that fatal apathy which envelopes public affairs generally in Hongkong. It was most desirable, if a protest was to be made in this form, that it should be well backed by numbers, so as to avoid any such misunderstanding as now seems probable. The result, however, is in any case the same, that popular representation on the Sanitary Board is at an end. The Unofficial element is all but extinct; it will cause little wonder if shortly it should be altogether extinct. We shall be deprived of the pleasure of reading so much of the academic discussions in which the Sanitary Board has been wont to indulge. For the present, that appears to be all that is likely to happen. Time and the growth of a strong public opinion in Hongkong alone can modify the position.

The Report of the Food Supply Commission, signed by Messrs. E. GIBSON, A. M. MARSHALL, F. Maitland, Fung Wa Chiu, and Dr. W. HARTIGAN, which was published in the Government Gazette of Saturday last, is an interesting document, even if it brings nothing very startling to light. The reason for the extraordinary delay in the Report is set out in the letter of the above-mentioned gentlemen to Mr. FRANCIS, K.C., and that of Mr. FRANCIS in reply, which we reprint to-day in another column, and there is no need for further comment. The Report being at last made public, nearly eleven months after the Commission was appointed, and little less than four months after it was forwarded to the Government, it remains to consider what the Commission has been able to discover on this very important question. The table of percentages of rise in the wholesale and retail prices of common articles in the course of five years fully bears out the universal complaints about the price of living, culminating in the petition presented to the Legislative Council on the 29th

March, 1900, by the Hoa T. H. Whitehead on behalf of 152 ladies of this colony. The enormous rises in the price of fish, beef, mutton, eggs, poultry, rice, groundnut oil, and firewood are enough to make even those whose income is least likely to feel the hardship, pause and reflect what is to happen in the future. Europeans and natives of all races are effected by the rise, and as indications point to a continuance rather than an abatement of the trouble any steps which can be taken should receive the most earnest consideration of all concerned. It will have been seen that the Commission arrives at the conclusion that the main causes of this increase of prices have been, apart from "natural fluctuations of supply and demand," five in number, viz. (a) depreciation of silver; (b) increased cost of rice; (c) West River piracy; (d) increased rents; (e) enforcement of sanitary laws. The last item, it seems to us, is hardly clear, and the Commission vouches no explanation. The enforcement of sanitary laws by checking overcrowding helps to send up rents; and regulations as to the slaughter of cattle and sale of food, by limiting the supply, heighten prices; which we take to be what the Report refers to. The other causes are plain enough. With regard to the price of rice, the evidence of Mr. A. W. BEEWIN before the Commission on the 23rd July may be read. Mr. Beewin said: "When the price of rice rises, the price of everything in China goes up. There is then less poultry and less pork in the country." It is a sort of extra tax on the people if they have got to pay more for their rice, and "they won't keep the animals if they have got to buy rice for them." The Report goes on to allude to the effect of the increased naval and military forces in Hongkong and Manila, and then touches on a most important point on which the Commission was able to throw no little light. We refer to the existence of a "ring" to keep up the price of meat. Anyone reading the accounts of the examination of TUNG WING and Lee Sing last July will admit that the Commission does not put the case by any means too strongly in the sixth section of the Report. In his examination Mr. LADDS, Colonial Veterinary Surgeon, cautiously admitted having "heard sundry rumours of people who put up prices, and that several Europeans have been interested in the beef trade here." He had also "seen something in the papers about it, but never had any actual evidence." Such actual evidence is practically impossible to obtain, but the presumption, founded on other evidence before the Commission, leaves no doubt in the reader's mind as to the existence of this most serious evil, a combination to keep up prices.

It will be seen that the Commission admits its failure to elicit by means of its enquiries any practical remedies of real value, but its recommendations nevertheless deserve full attention. We have already written, more than once, on the necessity for increased market accommodation, and we are glad to see the Commission put this suggestion in the forefront of the programme. The recommendation to drive out the vendors of tinned food and such stores aims at the same object, and is prompted by commonsense. The suppression of piracy requires no support; its necessity has been recognised for years past. The fourth recommendation is also one which appeals to the sense of everyone in the colony. The new Praya Reclamation Scheme is a step in the desired direction, and when it is followed, as it must ultimately be, by adequate means of rapid communication with the centre of business, should have a notable effect. All further expansion will in the same way need to be accompanied by tram and ferry service, if it is to be of real use to the colony. The fifth and sixth recommendations are less important, but they will, we should imagine, arouse no opposition. It will be noted, however, that the Commission is of the opinion that the present market rents are not excessive, and have not contributed to the rise in prices. The last recommendation, which is contained in

the ninth, tenth, and eleventh sections of the Report, deals with the encouragement of stock-breeding and vegetable-growing in the New Territory, and is in a way the most important of all. For this reason we must postpone its consideration for another occasion, as it is impossible to do justice to it in a few lines. The New Territory, as it now is, is the colony's "white elephant," except from a political and strategical point of view. It brings in practically nothing in return for its cost to Hongkong, and to the non-official mind the slowness of its exploitation is inexplicable. Without denying that the Land Court and Police work is being done very thoroughly, we do not think that it is too early to consider such a scheme as the Commission put forward. The remarks of Mr. LADDS on the prospects of cattle-breeding in the New Territory (p. 47 of the Report) should be read. We shall, however, return to this subject in a future issue.

It is satisfactory that the time of the Food Supply Commission and the money devoted to it were not spent entirely in vain. The report is not an ambitious production, when we consider the months which elapsed between the appointment of the Commission and the forwarding to the Government of the result of its labours. But at least it embodies concisely an amount of material calling for serious attention, and there is no doubt that some, if not all, the recommendations made must ultimately be adopted.

Fresh missionary troubles are reported from Kiangsi and Szechuan. Recently an American bought land at a place called Kianfu, Kiangsi, in order to build a chapel. The people rose up and hindered. The local official could not manage the affair, so the American telegraphed to his Minister, who told the Tsing-ti Yamen. They ordered the Kiangsi officials to settle the case to the satisfaction of all. The Methodist Episcopal pastor has sent a man to arrange the affair. Another case has occurred at Ta-chien-lu, Szechuan. A Roman Catholic chapel has been destroyed, and the priest driven out. The French Minister at Peking has been informed of the affair.

The directors of the British North Borneo Company have secured the money on their debenture issue of £200,000. The L. & C. Express, commenting on this, says: "Apart from the moiety required for the railway, the other half will be available for other public works, which are much needed in the territory. Borneo is not blessed with the big tin deposits of the Malaya States, but it is not void of other possibilities. Money is required, however, for their development, and no matter how energetic a governor or staff may be, it is that element which is required. A further million of dollars can probably be well used, and this sum is now available. Part of it we trust will be expended in assisting Chinese immigration; for population, and particularly such good contributors to revenue as Chinese usually are, is badly needed."

The trial trip of the steam launch *Mutulin*, which has been built and engined by the Yat Sing firm to the order of Mr. Luis R. Yangco of Manila, took place on Sunday last. The launch is 80 feet long, and possesses a powerful engine for a vessel of her dimensions. The speed attained on the trial was 11 knots, steaming at 90lb. pressure. She has been built under the personal supervision of the owner's representative here, Mr. Jose Guimenez of Mijares, and will be used for towing purposes at Manila. She is fitted aft with two cabins, one for the captain and the other for the chief engineer, and the engine-room is well protected from the elements. In all she is a smartly constructed craft, and will be taken down to Manila by a crew shortly expected from the Philippines. During the trip Mr. Guimenez was highly gratified on the success which had attended his labours in the construction of such a neat and trim little craft.

Mr. G. J. W. King yesterday afternoon offered for sale, at the office, of the Public Works Department, one lot of Crown-land, inland Lot 1,635, situated at Tai-pingshan, which has an area of 1,800 square feet, the annual rental being \$28. The upset price was \$7,200. There was only one bid of \$20, and the lot went to Yau Shui Chi (for Chau Tin Sun), 12, Gutzloff Street, for \$7,200.

Mr. W. F. Aldrich, the United States Vice-Consul-General, has now received official confirmation of the appointment of Mr. William A. Rubles, one of the editors of the Milwaukee Sentinel, as Consul General at this port. Mr. Rubles is a passenger by the s.s. *China*, which is advertised to leave San Francisco to-morrow, and Mr. Aldrich will return to the United States by the same steamer on 25th May next.

Against the erection of a building for the rickshaw coolies and their vehicles, referred to in our issue of Saturday, we are now enabled to state that the necessary plans have been prepared and will be at once submitted to the Government. The site chosen for the building is Marine Lot 205, and the area of the space set aside for coach-horse accommodation is 4,082 square feet. There will be three floors to the building, each containing 2,294 square feet. The rear of the lot will be devoted to kitchens, bath-rooms, privies and wash-houses, and at the front there will be a spacious verandah. Mr. John Lunn of Queen's Road Central is the architect.

We have had several complaints from correspondents regarding the present irregularity in the water-supply. One of our correspondents stated that for the last two or three days, fearing that the water would be cut off suddenly, he stored regularly each morning a supply to last for the day. The water was never turned off. Yesterday, relying on the heavy rain of last week, he did not store the usual supply. The water was suddenly turned off in the morning before 9 a.m., and the result was that he was left waterless. The last notification in the Gazette about the water supply was on the 6th inst., when it was specified, *inter alia*, that below Caine Road (just below which our correspondent resides) the supply of water would be turned on between 6 and 10 a.m. only. Apparently what happened was exactly the reverse.

The steamer *Lightning*, from Calcutta, left Singapore for this port on the afternoon of the 13th inst.

The N.Y.K. steamer *Kasuga Maru* (Australian Line) left Manila for this port 14th inst., and is expected to arrive here on the 16th inst.

Foreign engineers are reported to have started from Hankow for Kweichow to examine into the mineral resources of the province.

The appointment was notified at the Admiralty last month of Assistant Paymaster C. A. Underwood, to the *Tsimai*, to date 14th March.

The Mother Superior of the Italian Convent begs to acknowledge the receipt of the following sum for the extension of the Convent:

Nicholas Post, Esq. .... \$200.00

C. Klingemann, Esq. (from Japan) 25.00

Japanese papers consider it probable that H.R.H. the Duke of York and Cornwall will pass through Japan on his way from Australia to Canada, but that he will decline all public receptions on account of the mourning for the late Queen.

The Tokyo correspondent of the *Miner* reports that a section of Japanese politicians is advocating an alliance of Russia and Japan, as recently suggested in a Russian journal.

They urge that Japan should abandon all opposition to the Russo-Chinese treaty regarding Manchuria, and concentrate her entire strength in Korea. Strange to say, the correspondent writes, Russia has given up her designs on Korea, and the politicians believe that Japanese policy will undergo a change shortly. This report must be taken with a good deal of reserve.

Fresh missionary troubles are reported from Kiangsi and Szechuan. Recently an American bought land at a place called Kianfu, Kiangsi, in order to build a chapel. The people rose up and hindered. The local official could not manage the affair, so the American telegraphed to his Minister, who told the Tsing-ti Yamen. They ordered the Kiangsi officials to settle the case to the satisfaction of all. The Methodist Episcopal pastor has sent a man to arrange the affair.

The ratemakers present were G. C. Anderson, F. C. Collins, A. Cunningham, J. S. Hayes, Dr. Hartigan, E. Osborne, G. W. F. Playfair, T. H. Reid, E. Robinson, A. H. Skelton, W. M. Watson, Messrs. E. C. Wilcox and G. F. Williams.

On the stroke of the hour the President rose and said:

"Gentlemen, I trust that some public-spirited gentlemen among you will allow themselves to be nominated. I am very pleased to see here some of the leading ratepayers of the Colony. I do hope that some one will be nominated. I know what time and labour it means to some of you, but notwithstanding that, I think we ought to do something during the time we are out here for the interests of the place. Perhaps Dr. Hartigan will allow himself to be re-nominated?"

There was no response for a moment or two, and the President again rose, saying:

"Gentlemen will you allow me to give you my experience, just to try and see if I can arrouse some interest in such matters. I cannot do otherwise than with your permission, but I would like to stir up a little interest in this matter, if it were possible to do so."

A Voice:—"Go on!"

The President: "Well, gentlemen, when I first went to the Straits, our neighbouring Colony, in 1880, the apathy of the inhabitants with reference to Municipal matters was such that I know for a fact, and it came under my notice at the time, it was the intention of the Government to do away with the Municipal authority altogether, and I believe it was my recollection will carry me, that it was not with the view of opposing the Government at all that this apathetic attitude was displayed, but it was simply because the leading inhabitants took no interest in the matter. And I am in a position to say that it was only when the leading members of the community, and the principal inhabitants and business men saw what course their apathy was leading them to, that they decided to ask for the repeal of the local law giving them more powers, and I do not think that the powers given to them afterwards in any way repaid them for their apathy. Since then in Penang and Singapore I think you will find very few public-spirited men who have taken an interest in Municipal matters, and who have been at all willing to devote any time and attention to them. I do not wish to say anything against some of those who are present on the Municipal Boards at Penang and Singapore. I think however that, although comparisons are odious, there are a good many men of position and standing in that distant colony who would compare very favourably with those similarly situated here, with respect to their general apathetic attitude towards matters municipal. I am afraid that what I have said with reference to the Straits Settlements applies very much to Hongkong. I think we must take an interest in the place in which we live, and I hope that after the few words I have said upon the subject that you will allow yourselves to be nominated, and devote what time you can to the sanitary affairs of this Colony. We must abide by the law, notwithstanding its defects, and it is no use of us trying to go against it. By proper representation in the proper quarter, a probable amendment of it might take place. I do not think by retarding to be elected you are doing yourself any good, and certainly you are doing no good to the community."

Mr. Playfair said that as the president had thrown Singapore and Penang in the teeth of Hongkong, he would like to hurl Shanghai again. Shanghai was a model community as well as a "Model Settlement." No apathy was there, and here it was not apathy but disgust. In Shanghai they had a Municipality elected by members of the community and well governed, and here they could get the same good Government if they had fair representation. They could not expect members would allow themselves to be browbeaten by Government officials. That was the reason why they saw such apathy here. The people were not going to attend themselves and say they were going to be elected. The members of the Legislative Council should have been present and invited them. They were the people to do it.

Mr. Wilcox said he thought if they were to proceed to the election of any members that day it would be something like a farce, and he did not think the proceedings of the meeting should be allowed to develop into a farce. There were only fifteen present and they did not represent by any means the voice of the ratepayers of the Colony.

The President: "In reply, I think I may say that in 1893 Dr. Hartigan and Mr. Mackie were nominated by members of the Legislative Council."

Mr. Wilcox: "There was a regatta on that occasion, and I think that although the attendance was small, it was more representative than at present."

Here the gathering rose and left the room, except one ratepayer, who stood for several moments gazing pensively at the polling booths which had been erected at the side of the hall.

According to law the president and his attendants remained in the hall till 6 o'clock, up to which time there were no names presented to fill the vacancies.

The Sanitary Board had been bothered enough by complaints from Kowloon, and surely it does not wish to be bothered again by complaints from this quarter."

Hoping these few lines will be sufficient to induce the authorities concerned to take immediate action.—Yours, etc.

## TELEGRAMS.

## DAILY PRESS SERVICE

## FROM OUR CORRESPONDENT

SHANGHAI, 15th April, 8.30 p.m.

## A NEW CAPITAL FOR CHINA

The statement is confirmed on good authority that Hsiangyang, in Northern Hupeh, is to be the future capital of the Chinese Empire, in place of Peking.

## GENERAL NEWS.

LONDON, 14th April, 7.15 p.m.

## HAGUE COURT OF ARBITRATION

The Powers have notified that the Hague Court of Arbitration

## MR. FRANCIS AND THE FOOD COMMISSION.

We give in our issue of yesterday the report of five members of the Food Supply Commission. The following is Mr. Francis's letter with regard to the delay in the report, to which we refer elsewhere:

Hongkong, 20th December, 1900.

Sir.—I have, within the last hour, received from Messrs. Osborne, Marshal, Maitland, Fung Wah Chum, and Hartigan, members of the Food Supply Commission of which I have the honour to be chairman, a copy of a report signed by them and sent to you with a covering letter dated the 18th instant, of which they also sent me a copy. I received from them at the same time a joint letter addressed to myself, of which it appears they have also sent you a copy.

I have no objection to make to the report they have sent in to you on the subject-matter of the inquiry. It embodies, in brief, the conclusions of which I am unanimous arrived at. I should have had very much pleasure in sending it if they had asked me to do so.

I only wish to correct one trifling mistake in the last paragraph, which runs as follows:

"(12) We desire to state, in conclusion, that the delay in the publication of the Food Commission report has been due to the circumstances of the Commission being unable to afford time for the prosecution of the inquiry and the preparation of the report."

There was no delay in the prosecution of the inquiry. The members were unable to sit for more than two days in the week for a couple of hours each day, and the taking of evidence was proceeded with all due diligence, and was completed in July last. The delay has been in the preparation of the draft report, and I regret to say that my time was so fully occupied with my own business that I could not get it completed in time to satisfy the impatience of my colleagues. I am unable to see that there was any very great urgency. I was preparing a very full and detailed report, two-thirds of which had been completed and approved by Mr. Marshall, to whom I sent it a short time ago, with a request that he would, as I was at full of work, dash it for me, he being fully acquainted with my views, and concerning them.

Instead of doing so, a meeting of the other members of the Commission was held, to which I was not summoned, and the report prepared which has been sent you.

I probably ought not to have accepted the appointment as a member or chairman of the Commission knowing how fully occupied I am in my profession at all times. If I have done any inconvenience to the Government by so doing I apologise to the Government and to the public.

I have the honour to be, Sir, Your most obedient Servant,

J. M. J. FRANCIS.

The Honourable

The Colonial Secretary,  
etc., etc.

## HONGKONG'S FINANCES.

The following are the Financial Statement for 1900 and the Assets and Liabilities of the Colony, as published in the Gazette.—

## FINANCIAL STATEMENT FOR 1900.

## LOAN ACCOUNT.

Dr. To invested stock loan at 3½ per cent. interest, to be paid off on the 15th April, 1943 341,789.15A

Credit By sinking fund 15,456.14C

## ASSETS AND LIABILITIES.

On the 31st December, 1900.

## ASSETS.

Subsidy funds 983,000.00  
Coins in transit 170,000.00  
Arrears of taxes 20,000.00  
Arrears of land revenue, new territory 80,525.80  
Arrears—miscellaneous 25,400.00  
Advanced 51,672.89  
Miscellaneous house services 10,000.00  
Post, Money Order Office 8,000.00  
Water account 881.19  
Suspense account 398.75  
Total assets 82,126,488.49

## LIABILITIES.

Military contributions 54,405.78  
Contribution towards barracks services for 1900 45,000.00  
Deposits not available 439,576.00  
Return of taxes 2,300.00  
Officers' remittances 10,367.62  
Money order remittances 236.00  
Transit charges, General Post Office 17,540.00  
Civil service 14,200.00  
Police pension 292.30  
Funds for drainage works 34,779.46  
Public works 5,500.00  
Miscellaneous 323,393.35  
Balance overdrawn 21,107,783.03  
Total liabilities 82,126,488.49

\* Not including \$10,415.22, value of silver at Mint Treasury.

Hongkong, 26th March, 1901.

## POLICE COURT.

Monday, 15th April.

## BEFORE MR. HAZELDANE.

## A CHARGE THAT FAILED.

The Chinese engineer of the steam launch "Dove" was charged with stealing a ten dollar bill, on Saturday, belonging to Mr. Taylor, Victoria Dispensary, a passenger by the launch. The defendant denied the charge, and was defended by Mr. J. Hayes.

A bathing party, it appears, was on board, and on coming out of the water the complainant missed his pocket, which contained the ten dollar bill. When the launch reached Blake Pier P. C. Shepherd was called, and a search made. The note was found in a small tin box belonging to the defendant, who protested that it was his property.

His Worship dismissed the case on the ground that proof was not forthcoming that the note produced was the actual one stolen.

## BEFORE MR. KEMP.

## THE CHARGE AGAINST AN AMERICAN.

Thomas A. Campbell was brought up on remand from Friday, 12th inst., charged with the theft of \$175 worth of property from Peter Larsen, a ship's officer.

Inspector Gauld.—The complainant in this case has left the colony, your worship.

His Worship.—Then you don't intend to call any evidence?

Inspector Gauld.—No, sir.

His Worship (to defendant)—You are dis- charged.

## LIQUID FUEL.

ITS UTILITY AS A PROPELLING POWER. In continuation of our abridged report on the interesting paper read by Mr. John Lambert, the Superintending Engineer of the Cosmopolitan Dock, at the Institute of Engineers and Shipbuilders on Saturday evening we give the following:

Another advantage derived from the use of liquid fuel on steamers was that trimming was altogether dispensed with, and that in heavy weather a steady head of steam could be maintained and in hot and close weather a steady head of steam could also be maintained, as the oil did not require a draught, as is the case with coal. With regard to the very material gain in the deadweight carrying capacity, and which must be a very great advantage of liquid fuel, an example was given in the case of a steamer with a consumption of say 20 tons of coal per day. A run from Colombo to Aden would require a stock of at least 250 tons of coal onboard, but as many merchant steamers do not call at all coaling ports, a common practice was to coal at Suez Canal direct for Singapore, or say 22 days' steaming. A steamer therefore had to take a minimum of 500 tons of coal. It was stated that with liquid fuel the same steamer would have a sample supply with 300 tons, and she would therefore be able to carry at least 20 tons more cargo than under existing circumstances. In steamers of larger consumption the saving of course would be more material.

It was difficult to arrive at the exact saving in consumption by the use of liquid fuel, if any, and that was really what they had to consider as engineers from a scientific standpoint, more than the price of fuel. If properly used there should be a saving in quantity of consumption, irrespective of price and he (Mr. Lambert) knew personally that extremely large quantities could be wasted by inefficient burners and unskillful manipulation of the regulating devices.

That should be borne in mind before accepting ostensibly accurate figures. Looking at the matter from a purely scientific point of view," Mr. Lambert continued, "certain trials

which have been made seem to point to a material saving in the consumption, and that if say this like that can be saved it must be a greater saving when applied to ships in the same advantageous manner, from the fact that the amount of fuel saved means additional freight.

With liquid fuel there would be no fire tools to repair, or firebars or floor-plates to renew, and the absence of smoke or dust enables the ship to keep cleaner.

In mentioning the absence of smoke I have no doubt but that many will have noticed from some of the oil burning steamers visiting our port that at times there is quite the reverse of absence of smoke, but that is often caused in raising steam before the bridges and brickwork in the furnaces have become heated.

To insure a perfect combustion it is necessary to have the brickwork incandescent. When the fires are burning as they should a perfect combustion is taking place there should be an absence of smoke and the brickwork should assume a white heat. If there is smoke there cannot be a complete combustion, which can readily be seen from an ordinary petroleum lamp.

Mr. Lambert then went on to consider the mode of carrying or stowing the fuel on board ships, and the dangers in connection therewith. He said: "It is only but a few years since the carrying of petroleum in bulk was resorted to, and at that time it was considered most impracticable, and highly dangerous, and high wages and other considerations offered to engineers to sail in these ships, and I remember myself at the time very exaggerated figures about the first ships carrying bulk oil through the Canal, how anxiously all on board had to watch the temperature in the tanks whilst in the Red Sea, and the continual dread of the oil reaching such a temperature that they might be blown up at any moment. Now there is almost a continual stream of oil steamers coming through the Red Sea and the day of high wages and other inducements to men to sail in them has vanished. With ordinary care oil steamers are as safe as other ships and accidents are generally caused by carelessness. With the carrying of liquid fuel there is much less danger. There is a difference of course in the kinds of oil used. Besides tar and other refuse from gasworks, there are three kinds of liquid fuel. Firstly refined petroleum, which is scarcely used at all, and that was the kind with which there was, perhaps, the most danger, but the price of refined petroleum does not allow of its use. Then we have the crude petroleum, just as it comes out of the earth, which would be dangerous because it contains all the naphthas, benzines and so on, very light and highly inflammable; but the custom in hot countries where the oil is usually found is to expose the crude oil in open tanks and let the sun evaporate the lighter carbons so that the resultant can be used with safety. Some wells or springs in Borneo, I believe, were found to contain so little paraffin that it did not pay to refine it, and that has been used as liquid fuel and is of such a high flash point as not to be at all dangerous. Crude petroleum varies considerably. They might get it as low as 30 or 40 degrees, or it might go up to 400 or 500 degrees. As regards the third kind (Asiatic) exclusively used on the Caspian Sea, it is of a heavy treacle description and not at all dangerous."

Regarding the tanks themselves Mr. Lambert thought there should be no difficulty in well constructed ships having tight tanks, and not even a tiny rivet or ships constructed to carry oil in tank have their tanks tested to more pressure than boilers were subjected to 50 years ago.

Fires had taken place, but in all cases they were caused by faulty construction and neglect.

Regarding the various methods which had been adopted for burning liquid fuel, Mr. Lambert said they could be divided into the following three classes:

(1) Furnaces into which the oil is run or dropped and burnt without gaseifying or spraying.

(2) Furnaces in which the oil is first wholly or partly gaseified.

(3) Furnaces into which the oil is sprayed.

The first was the oldest form of burning oil, and was illustrated by the diagrams which had been prepared. The latest example of oil burning coming under the head of this class was the arrangement on board the Russian steamship "Mossel".

Through the courtesy of the owners of The Shell Transport and Trading Company, Ltd.

Mr. Lambert went on to say: "I am enabled to give a description of it as it is now running, but I am sorry not to be able to illustrate it on the board. In the "Mossel" the fuel is stored in the ballast tanks, and in the cross bunkers forward of the stokehold. There is no service tank, properly speaking, the oil being drawn from the ballast tanks or cross bunkers by means of a small Washington pump driven (in the first instance) by steam from the donkey boiler. The donkey boiler is fired with coal. After

leaving the tanks the oil passes through a filter: two filters are provided, but only one is in use at a time, the other being in reserve for use in the event of the first becoming blocked. These filters are small upright cylinders about 3 feet 6 inches by 6 inches, and take up hardly any space.

The oil can be turned into each filter by means of branch pipes and valves, so that a block in one filter does not entail the smallest delay or stoppage. After leaving the filter the oil passes through a heater, warmed by the live steam going through to the pump, when it is raised to about 185 degrees F. in temperature. From the heater it passes through the pump, and thence to the burners.

The "Mossel" has two single ended boilers, three furnaces to each, and three burners to each furnace. The burners are arranged in a triangle in the centre of each furnace door, and about six inches apart. The burners are Korting's patent, about six inches long, and the orifice of the nozzle is so small that the end of a good sized pin would hardly enter. The burners are all set parallel to each other and to the central line of the furnace. There is a cock on the pipe supplying the oil to the furnaces, and beside each burner has its independent cock. Thus the burners of any furnace can be worked as a group of three, and opened or extinguished simultaneously, or they can be worked as single burners, and one, two, or three be lighted or extinguished as required. This is of great advantage in getting up steam, as the heat can be applied gently at first, and increased as the furnace gets warmed up. It is obvious that three small burners, each of which can itself be regulated within certain limits, admit of a far more delicate adjustment of the heat than one large burner, as is used in other systems. The arrangement also is of great advantage when little steam is wanted, as when the steamer may have to proceed slowly, in a river, or in thick weather, one or two burners in each furnace can be turned off, as required, thus saving fuel and steam. Besides regulation by the cocks, the amount of oil entering through the burners can be increased or reduced at will by pumping faster or slower.

On the "Mossel" they usually pump at from 25 to 30 lbs pressure. Each burner passes through a hole in the furnace door, but very slightly larger than itself, and the burners are lighted by introducing a flame through this hole

so as to heat the air entering the furnace. The spray passes, so that when the burners are put out and the boilers allowed to cool, the ingress of cold air is completely prevented, and the furnace cool slowly, thus minimising the risk of damage by rapid contraction. By an arrangement of cylinders placed in the furnaces the air entering the furnace is heated to about the same temperature as the oil. This dampers and cylinder arrangement I believe to be the patent of the superintending engineer of that steamship company. By means of the dampers a large amount of air entering the furnace can be regulated. Every means is taken to prevent the admission of cold air either within the furnaces or between the burners and the outer shell of the boiler. Of course there was the question of water, and he thought with vessels constructed for it he did not see why it should not be universally adopted. With ordinary care and attention liquid fuel should supersede coal. He could not find any fault at all with what had been stated that evening. (Hear, hear, and applause.)

Mr. Stirling, Mr. Andrews, Mr. Murphy and Mr. Kirkwood continued the discussion, their remarks being principally as to the construction of the bridges referred to in the paper.

Mr. Kirkwood said it was a subject about which a great deal could be said, but as far as the discussion had gone that evening nothing had been said about the economy of it. He had been looking at the technical papers which had lately arrived from home, and had found that the subject was drawing a great deal of attention, and as far as steamers were concerned the question was one of economy.

By means of additional fuel, which was not very beneficial compared with coal with regard to cleanliness and saving of labour. Of course there was the question of water, and he thought with vessels constructed for it he did not see why it should not be universally adopted. With ordinary care and attention liquid fuel should supersede coal. He could not find any fault at all with what had been stated that evening. (Hear, hear, and applause.)

Mr. Watson (secretary of the Blackburn Chamber) submitted the toast of "The China League."

Mr. Walton, M.P., in responding, wished to make it clear that this league was founded without the slightest feeling of antagonism towards the older institution known as the China Association. It was felt that, in addition to the excellent work which had been done by that association, there was nothing to do with party politics or anything to divert attention from its main object.

Mr. Kenric Murray (secretary to the London Chamber) also responded. He said that they had not been satisfied in the past with the attention that the House of Commons had given to commercial questions. Efforts had been made to bring about a better state of things, and there were hopes that the position would improve.

Mr. Watson (secretary of the Blackburn Chamber) submitted the toast of "The China League."

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Captain Percy Smith, who went through the engine room of the "Mossel" to see what was being done to her, said that the engine room was not safe to use unless the oil was heated before it was allowed to escape. They had tried compressing it in various forms, and tried to mix it with water, but with very little success, and up to the present the greatest difficulty had been the quantity of water required to use it on board steamships. He thought he was correct in stating that two steamers which were out here on the coast had given it up for that sole reason, that it cost them more to keep up the fresh water supply, than the difference between the cost of oil and the cost of coal. (Hear, hear.) Then there was another point which concerned the members of the Institute in this part of the world. It would not do to leave a matter of this kind in the hands of the native firemen, or at least it would not do to trust them entirely, and it would hardly be fair to ask the engineer to keep his watch in the stokehole. There were one or two points which struck him in the discussion as being worthy of notice, and he would like to set some of his American friends who were present to tell them of the experience of Admiral Melville of the United States Navy as to the trials which had been going on recently. They must be very interesting. (Hear, hear.)

Mr. Smith, the chief engineer of the U.S.S. "Concord," said he had taken a great deal of interest in the matter. He was sorry to say he had not studied up the subject much. He however gave his idea of what the experiments amounted to, and said that the liquid fuel was frequently used in merchantmen and men-of-war. The results of the Navy Department's labour had not been made known, therefore he was unable to throw any additional light upon them. They had not got so far as to authorise the oil in use on torpedo boats, but if the funnels on those boats became dirty they simply put a little oil on the top of the fire, which burned sufficiently to take the boat out of danger.

Capt. Anderson said there was no doubt great credit was due to Mr. Lambert for the able paper he had read, and he trusted it would be the means of eliciting more attention to the subject in the future. He had been looking into the question of liquid fuel for the purpose of finding out the reason of the non-adoption of liquid fuel by British shipowners in face

of the very great use made of it by Russians in the Caspian Sea. So far as he had been able to find out it seemed to him the question of supply had not been solved. The question was whether they could get supply for their vessels. Another reason was whether they could keep up the price. As far as he could ascertain the cost per ton of liquid fuel was twice the cost of coal. Messrs. Armstrong and Whitworth had made experiments with liquid fuel with beneficial results. The speaker then gave some statistics to show the benefits to be derived from the use of oil, and referred to Kitson's light, which he said would affect the lighting by and by. (Hear, hear.)

Mr. Kirkwood went back to 1871 to show what was done with the second launch which was upon the waters of the Harbour in the matter of coal tar. As soon as they found use for it up went the price.

The Chairman in conclusion said that after what they had heard he must say that Mr. Kirkwood had struck the right note when he spoke of economy in burning the liquid fuel.

In these days when the first thing to be thought of was economy in running a steamer, it was necessary to consider what fuel or class of fuel it was best to use. He suggested the discussion be postponed for a fortnight.

This was agreed to and a vote of thanks to Mr. Lambert and to the Chairman brought the proceedings to a close.

## THE CHINA LEAGUE.

## NEW ADVERTISEMENTS

## NOTICE

A TWO DAYS GARRISON ATHLETIC MEETING will be held at the HAPPY VALLEY, on FRIDAY and SATURDAY, the 10th and 20th April, commencing at 2 P.M. each day. The Committee regret that the impending departure of the Bengal Lancers and Remount Depot have rendered it necessary to strike them off the Mounted portion of the Programme.

Hongkong, 16th April, 1901. [1029]

## NOTICE

MRS. GASCOIGNE'S THURSDAY AFTERNOON "AT HOMES" will be discontinued until further notice.

Hongkong, 16th April, 1901. [1030]

## JUST OPENED.

A FINE CONSIGNMENT of FRENCH PRESERVES of well known make. Quality will speak for itself.

H. RUTTON JEE, 5, D'Aguilar Street, 21 & 22, Elgin Road, Kowloon. Hongkong, 16th April, 1901. [1031]

## FOREIGN THEATRE, PERFORMANCE TO-DAY.

JAPANESE THEATRES are well-known in the world, and all the big Foreign Circuses have to engage Japanese Artists to join in the Performances. This Company has to pay a high price to engage over twenty male and female Artists, and the arts they perform have been well practised. Great applause has been given from all the places they have been to—Now this Company has come to Hongkong, en route, to stay a short period. The best acts are to perform are to play Drills on steel wire, exercises on high pillars and jump several tens of feet high on the sea-saw. All the artists being wonderful and excellent are quite able to please the auditors, who will doubtless give great applause. It is a fact that the artists are unequalled.

Come and see!

Locality on Praya, the Reclamation Ground, opposite Bonham Strand West.

Day Performance from 2.30 P.M. to 5 P.M.

Night Performance from 8.30 P.M. to 11 P.M.

## PRICES:

First Class \$1.00  
Second " 0.50.  
Third " 0.30.

Hongkong, 16th April, 1901. [1032]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction,

## on

THURSDAY, the 13th April, 1901, at 2.30 P.M., at his Sales Rooms, Queen's Road.

SUNDAY HOUSEHOLD FURNITURE, &c.

## Comprising:

DRAWING, DINING and BED ROOM FURNITURE, OVERTABLES, PICTURES, BOOKS, CROCKERY, GLASS and PLATED WARE.

Two CAMERAS, Two PIANOS and One CONCERTINA.

One NEW BICYCLE, Two COOKING STOVES, &c. &c.

TERMS OF SALE—As Customary.

## V. I. REMEDIOS,

## Auctioneer.

Hongkong, 16th April, 1901. [1033]

THE UPPER YANGTSE SYNDICATE LIMITED (IN LIQUIDATION).

THE YANGTSE VALLEY SYNDICATE, LIMITED (IN LIQUIDATION).

IN the matter of the Companies Act, 1862 to 1890, and in the matter of the UPPER YANGTSE SYNDICATE, LIMITED, and THE YANGTSE VALLEY SYNDICATE, LIMITED. The above two Syndicates having agreed to amalgamate, a new Company has been registered for the purpose under the name of the YANGTSE VALLEY COMPANY, LIMITED, which acquires the assets and adopts the obligations of both Syndicates. To comply with English Law it is necessary to give the following formal notice to creditors:

NOTICE IS HEREBY GIVEN that the creditors of the above named Syndicates are required on or before the 31st day of July, 1901, to send their names and addresses and the particulars of their debts or claims and the names and addresses of their Solicitors, if any, to the Liquidator of the respective Syndicates, and if so required by notice in writing from the said Liquidator are by their Solicitors to come in and prove their debts and claims at such time and place as shall be specified in such notice or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.

Dated this seventh day of March, 1901.

## E. ELTHAM JOHNSON,

## Liquidator.

THE UPPER YANGTSE SYNDICATE, LTD. 110, Canton Street, London, E.C.;

## G. G. WALKER,

## Liquidator.

THE YANGTSE VALLEY SYNDICATE, LTD. 19, St. Swithin's Lane, London, E.C.

We concur in the statement preceding the above notice.

For the YANGTSE VALLEY CO., LTD., THOS. GILBERT, Secretary.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

## NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"TRIESTE," having arrived.

Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent to the Office of the Undersigned before NOON, on the 20th April, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 20th of April will be subject to rent.

Bills of Lading will be counter-signed by

## SANDER, WIELER &amp; CO., Agents.

Hongkong, 15th April, 1901. [1034]

## NEW ADVERTISEMENTS

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR SWATOW, AMOY AND FOOCHOW.

## THE Company's Steamship

## "TALES."

## Captain Robson, will be despatched for the above port TO-DAY, the 16th inst., at 10 A.M.

For Freight or Passage, apply to

## DOUGLAS LA PRAIK &amp; CO., General Managers.

Hongkong, 15th April, 1901. [1024]

## DOUGLAS STEAMSHIP COMPANY, LIMITED.

## FOR HAIPHONG.

## THE Company's Steamship

## "HAILOONG."

Captain Bathurst, will be despatched for the above ports TO-DAY, the 16th inst., at 4 P.M.

For Freight or Passage, apply to

## DOUGLAS LA PRAIK &amp; CO., General Managers.

Hongkong, 16th April, 1901. [1025]

## FOR SHANGHAI AND HANKOW.

## THE Steamship

## "SUEVIA."

Captain Wagner, will be despatched for the above ports TO-DAY, the 16th inst., at 5 P.M.

This Steamer has superior accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to

## AMBUEG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 16th April, 1901. [1035]

## INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

## FOR MANILA.

## THE Company's Steamship

## "LOONGSANG."

Captain Weigall, will be despatched as above on FRIDAY, the 19th inst., at 4 P.M.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

## JARDINE, MATHESON &amp; CO., General Managers.

Hongkong, 15th April, 1901. [1025]

## COMPAGNIE DES MESSAGERIES MARITIMES.

## PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

## THE Company's Steamship

## "INDUS."

Captain Riquier, will be despatched for the above ports on or about MONDAY NEXT, the 22nd inst.

For Freight or Passage, apply to

## G. DE CHAMPEAUX, Agent.

Hongkong, 15th April, 1901. [1026]

## FOR SHANGHAI.

## THE Steamship

## "ELITA NOSSACK."

Captain Braun, will be despatched for the above port on TUESDAY, the 23rd inst., at 4 p.m.

For Freight, apply to

## EAST ASIATIC TRADING CO., LTD., Agents.

Hongkong, 15th April, 1901. [1026]

## EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

## FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

## THE Steamship

## "GUTHRIE."

Captain McArthur, will be despatched for the above ports on THURSDAY, the 9th of May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

## GIBB, LIVINGSTON &amp; CO., Agents.

Hongkong, 15th April, 1901. [1027]

## FROM HAMBURG, PENANG AND SINGAPORE.

## THE H.A.L. Steamship

## "SUEVIA."

Captain Wagner, having arrived from the above ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before 5 P.M. the 15th instant.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods will be left in the Godowns, where they will be examined on the 22nd inst. at 3 P.M.

No Fire Insurance will be effected.

SIEMSEN & CO., Agents.

Hongkong, 15th April, 1901. [1034]

## NORTHERN PACIFIC STEAMSHIP COMPANY.

## NOTICE TO CONSIGNEES.

## STEAMSHIP "OLYMPIA."

FROM TACOMA, VICTORIA YOKOHAMA, KOBE, MOJI AND SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LTD., Agents.

Hongkong, 15th April, 1901. [1034]

## ENTERTAINMENT

## THEATRE ROYAL.

## CITY HALL, HONGKONG.

## UNDER the Direction of Mr. Robert Brough, Representative—Mr. ALLEN HAMILTON.

TO-NIGHT (TUESDAY, APRIL 16TH).

## THE BROUH COMEDY CO.

## BROUGH COMEDY CO.

## BROUGH COMEDY CO.

## Mrs. Brough.

Miss Temple. Miss Ada Rockfort.

Miss Grace Nohle. Miss Gillies Brown.

Miss Bertha Thompson. Miss De Courcy.

Miss Evelyn Martineau.

## Mr. Brough.

Mr. W. T. Lovell. Mr. H. Grattan.

Mr. Reg. Darby. Mr. M. Majoroni.

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BUSINESS DIRECTORY.

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and Coast Port Buildings, Timber, Brick  
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with the leading MILLS at PORT-  
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pared to book orders for any specifications at  
LOWEST RATES.

## SIEMSEN &amp; CO.

Hongkong, 14th February, 1901. [50]

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GOAL MERCHANTS.  
have always on hand  
LARGE STOCKS OF EVERY DESCRI-  
PTION OF GOAL.

Address—Care of Messrs. KWONG SANG & CO.  
No. 144, DES VOEUX ROAD. [583]

## AMERICAN MACHINERY.

WE have OPENED a MACHINERY  
DEPARTMENT, and are prepared  
to furnish Prices, &c. of STEAM ENGINES,  
GAS and OIL ENGINES, BOILERS,  
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ISTS' SMALL TOOLS, BUILDERS'  
HARDWARE, &c.

Made in America (U.S.A.)

Prices quoted f.o.b. New York, or c.i.f.  
Hongkong. 16th September, 1899. [760]

## REUTER BROCKELMANN &amp; CO.

Hongkong, Hongkong, 3rd December, 1900. [125]

## TO LET.

## TO LET.

WITH IMMEDIATE POSSESSION.  
NO. 9, SEYMOUR ROAD.

Apply to—  
S. B.,  
Care of Daily Press Office.  
Hongkong, 14th March, 1901. [749]

## TO LET.

HOUSE AT MOUNT KELLETT SPUR,  
now in occupation of H. MATHESON  
BROWN, Esq.

Apply to—  
LINSTEAD & DAVIS.  
Hongkong, 27th March, 1901. [786]

## TO LET.

NO. 45, ELGIN STREET, a SIX-  
ROOMED HOUSE. Immediate posses-  
sion.

Apply at—  
No. 43, ELGIN STREET.  
Hongkong, 11th April, 1901. [790]

## TO LET.

TWO very spacious and well ventilated  
TWO-STORIED EUROPEAN RE-  
SIDENCES with GARDENS and TENNIS  
LAWS, each containing 6 ROOMS, BATH-  
ROOMS and OUTHOUSES, in MACDONNELL  
ROAD, in Inland Lot No. 1,509.

Apply to—  
TANG LAP TING,  
No. 18, Queen Street, Hongkong.

or to—  
MOK MAN CHEUNG,  
Butterfield & Swire.

Hongkong, 19th March, 1901. [792]

## TO LET.

HOUSE, No. 3, SEYMOUR ROAD, now  
occupied by E. JONES, Esq. 3 Storied  
European Residence, containing 6 ROOMS  
and commanding a good View of the Harbour.

Apply to—  
DARTLY & CO.,  
Agents.

19, Queen's Road Central.  
Hongkong, 10th April, 1901. [780]

## TO LET.

A VERY spacious and well-ventilated  
EUROPEAN HOUSE with a GARDEN  
and TENNIS LAWS, No. 37, ROBINSON  
ROAD, known as "FERNSIDE," containing  
6 ROOMS, BATH ROOM and OUTHOUSES.

Possession from 1st June, 1901.

Apply to—  
TAM TSZ KONG,  
42, Bonham Strand West.

Hongkong, 13th April, 1901. [1603]

## TO LET.

(From 1st April next):

TWO SPACIOUS GODOWNS, with  
UPPER FLOORS for Dry Goods, Nos. 1  
and 2, facing the Sea, and Situated at BE-  
FORE'S BAY on M. Lot 243.

Apply to—  
JOSEPH & CO.,  
1, Duddell Street.

Hongkong, 26th March, 1901. [1605]

## TO LET.

OFFICES TO LET.

2ND FLOORS of Nos. 62A and 64,  
and GROUND FLOOR No. 68,  
QUEEN'S ROAD CENTRAL.

Apply to—  
ON CHAI & CO.,  
2nd Floor No. 52, Gage Street.

Hongkong, 16th January, 1901. [224]

## TO LET.

A HOUSE in RIPPON TERRACE.

Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.

Hongkong, 18th March, 1901. [166]

## TO LET.

"STILLINGFLEET," PEAK ROAD.

6 ROOMED HOUSE from 1st May.

Apply to—  
AREATOON V. APCAR & CO.

Hongkong, 14th March, 1901. [741]

## TO LET.

NOS. 2 & 5, RICHMOND TERRACE—  
Immediate Possession.

Apply to—  
LAU CHU PAK,  
Care of A. S. Wilson & Co., Ltd.

Hongkong, 2nd April, 1901. [612]

## TO LET.

COMMODIOUS GODOWN on First Floor  
in Duddell Street.

Also,  
FURNISHED, "The ERYIE," a spacious  
and grandly situated bungalow at Peak.

For Particulars, apply to—  
R. C. WILCOX,  
8, Beaconsfield Arcade.

Hongkong, 3rd April, 1901. [1633]

## TO LET.

POSSESSION APRIL 1ST.

NO. 1, STEWART TERRACE.

Apply to—  
J. W. NOBLE.

Hongkong, 6th March, 1901. [1661]

## BOARD AND RESIDENCE.

Mrs. GILLANDERS

GLENWOOD,

21, CAINE ROAD.

Hongkong, 29th September, 1900. [1639]

## BOARD AND RESIDENCE.

COMFORTABLY FURNISHED  
ROOMS, with Board.

Apply to Mrs. MATHER,

2, Pedder's Hill.

Hongkong, 1st January, 1892. [1632]

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Mrs. SIDNEY JEFFREY,

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BEACH ROAD, WEST,  
BETHLEHEM, SUFFOLK,  
ENGLAND.

Hongkong, 26th August, 1900. [1631]

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## WOMAN'S WORLD:

## DOM STIC AND SOCIAL.

## BY EMINENT WOMEN WRITERS.

## [COPYRIGHT.]

## THE DUTIES OF MOTHERHOOD.

## BY

## Mrs. ADA S. BALLIN,

## Editor of "Baby: The Mother's Magazine,"

## and of "Womanhood."

Education, both mental and physical, should  
begin from birth. Not only can the senses be  
trained from the very first, but inherited  
traits of temper, etc., ought to be watched for  
and checked as they arise. Charles Darwin,  
who made a very careful study of the growth  
and development of his child, showed that during  
the first seven days only such reflex actions  
as yawning, stretching, and screaming were per-  
formed, but on the seventh, the mind was begin-  
ning to be reflective and to react on the  
body, when the naked sole of the baby's foot  
was touched with a piece of paper, baby jerked  
it away and curled its toes. At this time a  
warm hand applied to the baby's face ex-  
cited a wish to suck. Even as early as  
during the first fortnight the child would  
start on hearing a sudden sound, and blink  
his eyes. Once, when the baby was sixty-  
six days old, his father sneezed, whereupon  
the child started violently, frowned, looked  
frightened, and cried rather badly, being for  
an hour afterwards in a nervous state. A few  
days before he had started at an object suddenly  
seen. This shows how early children become  
susceptible to their surroundings, and incidentally  
that great care should be taken not to  
startle them by sudden sights and sounds at a  
time when they may already tend to set up a  
habit of nervousness. The passion of anger is  
early seen in young children. In Darwin's  
baby it showed itself at four months old, and when  
a little over seven months he screamed with rage because a lemon slipped away and he  
could not reach it with his hands. At eleven  
months old, if a wrong plaything were given to him  
he would push it away and beat it.For the proper training of children weich,  
fulness and knowledge are constantly required.

## Broad general rules of life apply to all children

alike, but even in such elementary matters as  
feeding infants require special study, and foodthat may suit one child admirably might as  
surely bring another to its grave. Each has

## physical peculiarities needing study and care

and each child has intellectual qualities and  
aptitudes which also need to be taken speciallyinto consideration. No system of education,  
either physical or intellectual, can be complete,which treats all children as if each were a  
counterpart of the other. Under such a system,the weak ones are constantly overstrained, while  
the strong ones cannot attain their fullest

## power. For this reason, stereotyped education

## in schools is not the best means of cultivating

## the highest talents. A curious thing was

pointed out to me the other day by a  
physiologist, the truth of which was of

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & RIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON, &c., VIA PORTS OF CALL	SOBRAON	Brit. str.	—	L. M. Wibmer, E.N.E.	P. & O. S. N. Co.	On 27th inst., at Noon.
LONDON	IBOMENEUS	Brit. str.	—		BUTTERFIELD & SWIRE	To-day.
LONDON VIA MANILA	AGAMEMNON	Brit. str.	—		BUTTERFIELD & SWIRE	On 16th inst.
LONDON	AJAX	Brit. str.	—		BUTTERFIELD & SWIRE	On 30th inst.
LONDON	ANTENOR	Brit. str.	—		BUTTERFIELD & SWIRE	On 14th May.
LONDON	CANTON	Brit. str.	—		P. & O. S. N. Co.	On or about 18th May.
LIVERPOOL	PERIUS	Brit. str.	—		BUTTERFIELD & SWIRE	On 15th May.
BREMEN, VIA PORTS OF CALL	KONIG ALBERT	Ger. str.	—		MELCHERS & CO.	On 17th inst., at Noon.
MARSEILLES, LONDON & ANTWERP, V. SPOKE, &c.	SANUKI MARU	Jap. str.	—	O. Coppers, E.N.E.	NIPPON YUSEN KAISHA	On 19th inst., at Daylight.
MARSEILLES, &c., VIA PORTS OF CALL	CANDIA	Brit. str.	—	A. W. Symes, E.N.E.	P. & O. S. N. Co.	On 18th inst., at 10 A.M.
NEW YORK, VIA SUZ CANAL	OCEANIEN	Fren. str.	—	Schmitz	MESSEGERIES MARITIMES	On 22nd inst., at 1 P.M.
NEW YORK, VIA SUZ CANAL	RICHMOND CASTLE	Brit. str.	—	DODWELL & CO. LIMITED	DODWELL & CO. LIMITED	On or about 20th inst.
VANCOUVER, VIA SHANGHAI, &c.	ASTRIA	Ger. str.	—	CARLOWITZ & CO.	On about 4th May.	
VICTORIA, B.C., & TACOMA, VIA SHANGHAI, &c.	EMPERESS OF INDIA	Brit. str.	—	J. Trusbridge	On 24th inst.	
VICTORIA & VANCOUVER, B.C., V. INLAND SEA, &c.	OLYMPIA	Brit. str.	—	M. J. Currow	On 26th inst.	
SAN FRANCISCO, VIA AMOY, &c.	IZUMI MARU	Jap. str.	—	G. D. Bowles, E.N.E.	On 18th inst., at 4 P.M.	
SAN FRANCISCO, VIA SHANGHAI, &c.	TARTAR	Brit. str.	—	CANADIAN PACIFIC R. CO.	On or about 1st May.	
SAN FRANCISCO, VIA MOJI, &c.	GALIC	Jap. str.	—	O. & O. S. S. CO.	On 7th May, at Noon.	
AUSTRALIAN PORTS	AMERICA MARU	Amer. str.	—	TOYO KISEN KAISHA	On 23rd inst., at Noon.	
AUSTRALIAN PORTS	CITY OF PEKING	Brit. str.	—	PACIFIC MAIL S. S. CO.	On 30th inst., at Noon.	
TRISTE, &c., VIA PORTS OF CALL	STREATHOLE	Brit. str.	—	BUTTERFIELD & SWIRE	On 20th inst.	
YOKOHAMA & KOBE	TSINAN	Brit. str.	—	BUTTERFIELD & SWIRE	On 23rd inst.	
KOBE & YOKOHAMA	YAWATA MARU	Jap. str.	—	NIPPON YUSEN KAISHA	On 26th inst., at 4 P.M.	
NAGASAKI, KOBE & YOKOHAMA	GUTHRIE	Brit. str.	—	GIBB, LIVINGSTON & CO.	On 9th May, at 5 P.M.	
MOJI, KOBE & YOKOHAMA	PHILOSTE	Amer. str.	—	SANDEE, WIELER & CO.	To-day.	
SHANGHAI & HANKOW	GIROLA	Amer. str.	—	SANDER WIELER & CO.	On 20th inst., F.M.	
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—	NIPPON YUSEN KAISHA	On 26th inst., at Daylight.	
SHANGHAI & JAPAN	KASUGA MARU	Jap. str.	—	E. W. Haswell	On 19th inst., at Noon.	
SHANGHAI, NAGASAKI, HIRO & YOKOHAMA	HIROSHIMA MARU	Ger. str.	—	S. Yoshizawa	On 23rd inst., at Noon.	
FOOCHOW	SURVIA	Fren. str.	—	Wagner	To-day, at 5 P.M.	
SWATOW, AMOY & FOOCHOW	INDUS	Gen. str.	—	MESSEGERIES MARITIMES	On or about 22nd inst.	
SWATOW, AMOY & TAIWANFOO	ELITA NOSSACK	Brit. str.	—	EAST ASIAN TRADING CO. LTD.	On 23rd inst., at 4 P.M.	
TAMSUI VIA SWATOW & AMOY	CEYLON	Brit. str.	—	P. & O. S. N. CO.	On or about 20th inst.	
HAIPHONG	BALAAKAT	Brit. str.	—	F. & O. S. N. CO.	On or about 27th inst.	
MANILA	PRINZ HEINRICH	Ger. str.	—	MELCHERS & CO.	Quick despatch.	
MANILA	HUMAN	Brit. str.	—	On 19th inst.	On 24th inst., at Daylight.	
SINGAPORE, PENANG & CALCUTTA	ANPING MARU	Jap. str.	—	On 10th inst., at 10 A.M.	To-day, at 10 A.M.	
BOMBAY, VIA SINGAPORE & COLOMBO	TAHALIS	Brit. str.	—	TOYO KISEN KAISHA	Tomorrow, at Daylight.	
SWATOW, AMOY & FOOCHOW	AKASHI MARU	Jap. str.	—	MITSU BUSSAN KAISHA	On 21st inst.	
SWATOW, AMOY & TAIWANFOO	MAIDZURO MARU	Jap. str.	—	DOUGLAS LAPRAK & CO.	To-day, at 4 P.M.	
TAMSUI	HAILONG	Brit. str.	—	MITSU BUSSAN KAISHA	On 19th inst., at 4 P.M.	
HAIPHONG	LOONGSAM	Brit. str.	—	JARDINE, MATHESON & CO.	On 23rd inst.	
TEINAN	CHELYDRA	Brit. str.	—	BUTTERFIELD & SWIRE	On 18th inst., at Noon.	
KAGOSHIMA MARU	KAGOSHIMA MARU	Jap. str.	—	JARDINE, MATHESON & CO.	On 26th inst., at Noon.	

## SHIPPING.

## ARRIVALS.

## VESSELS ON THE BERTH

## AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR  
SINGAPORE, PENANG, COLOMBO,  
BOMBAY, KARACHI, ADEN, SUEZ,  
PORT SAID, FIUME AND TRIESTE.  
(Taking cargo at through rates to the BRAZILS,  
to SOUTH AFRICA, PERSIAN GULF, RED  
SEA, BLACK SEA, LEVANT, VENICE  
and ADELAIDE PORTS).

THE Company's Steamship

## "TRIESTE."

Captain Mitti, will be despatched as above TO-  
DAY, the 16th inst.

Silk and Valuables are transhipped on arrival  
at Bombay into an accelerated liner.

For information as to Passage and Freight,  
apply to

SANDER WIELER &amp; CO., Agents.

Hongkong, 8th April, 1901.

Agents.

Hongkong, 8th April, 1901.

[16]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND  
TAIWANFOO.

THE Company's Steamship

## "AKASHI MARU."

Captain K. Suzuki, will be despatched for the above ports TO-MOEROW, the 17th April, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 3rd April, 1901.

Agents.

Hongkong, 3rd April, 1901.

[18]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND  
CALCUTTA.

THE Company's Steamship

## "CHELYDRA."

Captain Cox, will be despatched as above on THURSDAY, the 18th inst., at Noon.

For Freight or Passage, apply to

JARDINE, MATHESON &amp; CO., General Managers.

Hongkong, 13th April, 1901.

[1009]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

## "GISELA."

Captain Moss, will leave for the above places on SATURDAY, the 20th inst., F.M.

For Freight or Passage, apply to

SANDER, WIELER &amp; CO., Agents.

Hongkong, 15th April, 1901.

[6]

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR TAMSWI VIA SWATOW AND  
AMOY.

THE Company's Steamship

## "MAIDZURO MARU."

Captain K. Sobajima, will be despatched for the above ports on SUNDAY, the 21st inst.

For Freight or Passage, apply to

THE MITSUI BUSSAN KAISHA, Agents.

Hongkong, 15th April, 1901.

[17]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILL OF LADING ISSUED FOR BATAVIA, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

## "SOBRAON."

Captain L. M. Wibmer, E.N.E., carrying His Majesty's Mails, will be despatched from this for Marseilles and London on SATURDAY, the 27th April, taking passengers and cargo for the above ports.

"All Cargo for Marseilles and London will be conveyed direct without transhipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

H. A. RITCHIE, Superintendent.

[1]

THE Imperial German Mail Steamship

## "PRINZ HEINRICH,"

of the NORDDEUTSCHER LLOYD,

Captain R. Heintze, due here with the outward

German Mail about TUESDAY EVENING,

the 16th inst., will leave for the above places about 24 hours after arrival.

NORDDEUTSCHER LLOYD.

For further particulars, apply to

MELCHERS &amp; CO., Agents.

[1]

THE Imperial German Mail Steamship

## "KONIG ALBERT,"

of the NORDDEUTSCHER LLOYD,

Captain C. Cupper, with MAILS, PAS-

SENGERS, SPECIE and CARGO, will leave this Port as above, CALLING AT MAREES and

GENOA.

Shipping Orders will be granted till Noon

Cargo will be received on board until 4 P.M.

Specie and Parcels until 3 P.M. on the 21st April.

(Parcels are not to be sent on board, they must be left at the Agency's Office.)

Contents and Value of Packages are required.

For further particulars, apply to the Com-

pany's Office.

G. DE CHAMPEAUX,

Agent.

Hongkong, 10th April, 1901.

[2]

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA

AND THE UNITED STATES.

## VESSELS ON THE BERTH.

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

STEAMERS  
GLASGOW and LIVERPOOL "CALCHAS" On 10th April.  
"GLASGOW and LIVERPOOL" "DARDANUS" On 2nd May.

## HOMEWARDS.

STEAMERS  
LONDON "IDOMENEUS" On 16th April.  
LONDON "MANILA" "AGAMEMNON" On 18th April.  
LONDON "AJAX" On 30th April.  
LONDON "ANTENOR" On 14th May.  
LIVERPOOL "PYRRHUS" On 15th May.

(Taking Charge at London Rate.)  
The S.S. "ULYSSES" arrived Saturday morning from GLASGOW and LIVERPOOL and will sail for SHANGHAI and JAPAN to-night.

For Freight, apply to—

BUTTERFIELD & SWIRE,

AGENTS O. S. S. Co.

Hongkong, 15th April, 1901.

## VESSELS ON THE BERTH

## U.S. MAIL LINE

## PACIFIC MAIL STEAMSHIP COMPANY

## VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
CITY OF PEKING (via Shai, Nagasaki, Kobe, Island Sea, Yokohama, and Honolulu) THURSDAY, APR. 30, 1901, at NOON.  
CHINA (via Shanghai, Nagasaki, Kobe, Island Sea, Yokohama, and Honolulu) SATURDAY, MAY 25, 1901, at NOON.

THE Company's Steamer "CITY OF PEKING" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 30th April, 1901, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Coupler Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

For Freight, apply to—

BUTTERFIELD & SWIRE,

AGENTS.

Hongkong, 16th April, 1901.

## FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to Call at MANILA.

## THE Steamship

"RICHMOND CASTLE" will be despatched for the above ports or about the 20th instant, and will be followed by Steamships "PATHEM," "FERDENE," and "LOWTHER CASTLE".

For Freight, apply to—  
DODWELL & CO. LTD., Agents.

Hongkong, 8th April, 1901. [3291]

## THE OSAKA SHOSEN KAISHA,

Agents.

Hongkong, 10th April, 1901. [17]

## FOR FOOCHOW VIA SWATOW AND AMoy.

## THE Company's Steamship

"ANPING MARU" will be despatched for the above ports on WEDNESDAY, the 24th April, at DAYLIGHT.

For Freight or Passage, apply to—  
THE MITSUI SUSSAN KAISHA,

Agents.

Hongkong, 10th April, 1901. [17]

## OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

## TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

## PROPOSED SAILINGS FROM HONGKONG.

GARIBO (via Shanghai) TUESDAY, MAY 7, 1901, at NOON.  
Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu.

DODGE (via Shanghai) SATURDAY, JUNE 1, 1901, at NOON.  
Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu.

COPICO (via Shanghai) THURSDAY, JUNE 27, 1901, at NOON.  
Nagasaki, Kobe, Inland Sea, Yokohama, and Honolulu.

The Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, and HONOLULU, on TUESDAY, the 7th May, 1901, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcels Packages will be received at the office until 5 p.m. same day; all Parcels Packages should be marked to address in full; value of same is required.

Coupler Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY,  
Acting Agent.

Hongkong, 29th March, 1901. [15]

## NATAL LINE OF STEAMERS.

The Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTHERN AFRICA, in connection with INDIA-CHINA STEAM NAVIGATION CO.'s forthcoming service hence to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars, apply to—

DODWELL & CO. LIMITED, General Agents for China and Japan.

Hongkong, 15th April, 1901. [4]

## VESSELS ON THE BERTH

## U.S. MAIL LINE

## PACIFIC MAIL STEAMSHIP COMPANY

## VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.  
CITY OF PEKING (via Shai, Nagasaki, Kobe, Island Sea, Yokohama, and Honolulu) THURSDAY, APR. 30, 1901, at NOON.

CHINA (via Shanghai, Nagasaki, Kobe, Island Sea, Yokohama, and Honolulu) SATURDAY, MAY 25, 1901, at NOON.

(via Shanghai, Nagasaki, Kobe, Island Sea, Yokohama, and Honolulu) TUESDAY, JUNE 18, 1901, at NOON.

TUESDAY, JUNE 18, 1901, at NOON.

Shantung, British steamer, 1,835. Quail, April 2, Butterfield & Swire

Skarpano, Norwegian str., 1,130. Tollenseen, April 11, T. M. Steven

Skuld, Norwegian str., 913. Berbon, April 12, Chinese

Stratigle, British str., 3,254. Gordon, April 5, Butterfield & Swire

Susnia, German str., 5,009. Wagener, April 15, Butterfield & Swire

Siemens & Co., 782. Jessen, April 12, Order

Taigo Maru, Jap. str., 763. Kakini, April 12, Order

Taishun, Amer. str., 1,216. Patterson, April 8, Chinese

Taiton Maru, Jap. str., 2,009. Hirai, April 13, Mitsui Bussan Kaisha

Tantalus, British str., 2,281. Gregory, April 14, Butterfield & Swire

Tartar, British steamer, 2,708. Bowles, April 4, C. P. R. Co.

Thales, British steamer, 820. Robson, April 14, Douglas Lapraik & Co

Thuya, British str., 2,244. Dunning, April 9, Order

Trieste, Austrian str., 3,023. Mitis, April 14, Sander, Wieler & Co

Wongkai, German str., 1,115. Muhle, April 11, Melchers & Co

Wosang, British str., 1,127. Johus, April 15, Jardine, Matheson & Co

Zweema, British str., 946. Ainsworth, April 15, Chinese

RAILING VESSELS.

Adolph Obrik, Amer. ship, 1,262. Amesbury, Doc. 19, Standard Oil Co

Hattie C. Smith, Amer. schr., 45. Riley, Feb. 24, Master

Largo Bay, British ship, 1,178. Adams, April 7, Sander, Wieler & Co

Louis J. Kenny, Amer. schr., 155. Olsen, Mar. 30, Master

Luzon, Amer. 4-m. schr., 512. Anderson, Mar. 31, Holiday, Wise & Co

Madagascar, British 4-m. bark, 1,397. Smith, Mar. 4, Standard Oil Co

Paul River, Amer. ship, 1,641. Wilson, Feb. 20, Standard Oil Co

President, British bark, 766. Munro, April 3, Chinese

Sea Witch, Amer. ship, 1,172. Howes, Feb. 21, Master

UNTOUCHED BY HAND.

## NOW READY.

## CHRONICLE AND DIRECTORY

FOR CHINA, JAPAN, COREA, INDO-CHINA, SIAM, STRAITS SETTLEMENTS, MALAY STATES, NETHERLANDS INDIA, PHILIPPINES, BORNEO, &c.

1901.

## THE THIRTY-NINTH ANNUAL ISSUE.

The DIRECTORY covers the whole of the ports and cities of the Far East, from Netherlands India to Siberia, in which Europeans reside.

Not only is the Directory as full and complete in each case as it can be made, but each Colony Port, or Settlement is preceded by DESCRIPTION, carefully revised each year, most of which will serve as accurate GUIDES for the Traveller, giving every detail in connection with the places, their History, Topography, &c., &c.

The Information in these Descriptions, consisting of a hundred interesting articles, packed with facts concisely set out, and containing statistics of the TRADE of each Country and Port, would alone suffice to fill a large volume.

## FOR SALE.

## FIRST CLASS MATERIAL. STRONGEST CONSTRUCTION.

## SAFES

CAN COMPETE AGAINST THE BEST MAKES IN THE WORLD.

FOR PARTICULARS, APPLY TO

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PUT LOG CABIN IN YOUR PIPE & Smoke it.

Manufactured only by LAMBERT & BUTLER, LTD., LONDON, ENGLAND. [2653-2]

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**MELLIN'S FOOD**

For INFANTS and INVALIDS.

When prepared is similar to Breast Milk.

MELLIN'S FOOD WORKS, PECKHAM, LONDON.

[1890]

**CALVERT'S CARBOLIC**

**TOOTH SOAP**

BEST FOR THE SKIN and COMPLEXION.

Antiseptic, Emollient, Refreshing. Has the Largest Sale of any Dentifrice.

Sold by all Chemists, Stores, &c.

F. C. CALVERT & Co., Manchester, England.

[204-1]

## NOW ON SALE. IMPERIAL QUARTO ENGLISH AND CHINESE DICTIONARY. WITH THE PUNJI AND MANDARIN PRONUNCIATION.

## POST OFFICE NOTICES.

The Empress of India, with the Canadian Mail, left Shanghai on Saturday, the 13th inst., at 3 p.m., and may be expected here to-day.  
The Prinz Heinrich, with the German Mail of the 13th March, left Singapore on Friday, the 12th inst., at 2 p.m., and may be expected here to-day.  
The Indus, with the French Mail of the 22nd March, left Singapore on Monday, the 13th inst., at 5 a.m., and may be expected here on or about Monday, the 22nd inst. This packet brings copies to letters despatched from Hongkong on 16th February.

## MAILS WILL CLOSE.

FOR	PER	DAY AND HOUR.
Cuba		Tuesday, 16th, 10.00 A.M.
Singapore		Tuesday, 16th, 11.00 A.M.
Manila		Tuesday, 16th, 11.00 A.M.
Hoiang, Singapore and Bangkok		Tuesday, 16th, 11.00 A.M.
Swatow, Amoy and Foochow		Tuesday, 16th, 11.00 A.M.
Macao		Tuesday, 16th, 11.00 A.M.
Singapore		Tuesday, 16th, 11.00 A.M.
Haiphong		Tuesday, 16th, 11.00 A.M.
Newchwang		Tuesday, 16th, 11.00 A.M.
Kumchuk and Samshui		Tuesday, 16th, 11.00 A.M.
Shanghai		Tuesday, 16th, 11.00 A.M.
Canton		Tuesday, 16th, 11.00 A.M.
Swatow, Amoy and Anping		Tuesday, 16th, 11.00 A.M.
Haiphong		Tuesday, 16th, 11.00 A.M.
EUROPE, &c., India via Tuticorin		König Albert

FOR	PER	DAY AND HOUR.
Singapore, Colombo and Bombay		Tuesday, 17th, 9.00 P.M.
Takao		Wednesday, 17th, 5.00 P.M.
Singapore, Penang and Calcutta		Wednesday, 17th, 9.00 P.M.
Manila		Thursday, 18th, 11.00 A.M.
Manila		Friday, 19th, 11.00 A.M.
Foochow		Friday, 19th, 3.00 P.M.
Yokohama and Kobe		Friday, 19th, 4.00 P.M.
Kobe, Yokohama, San Diego and San Francisco		Friday, 19th, 4.00 P.M.
EUROPE, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		König Albert

FOR	PER	DAY AND HOUR.
EUROPE, &c., India via Tuticorin (Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents)		König Albert

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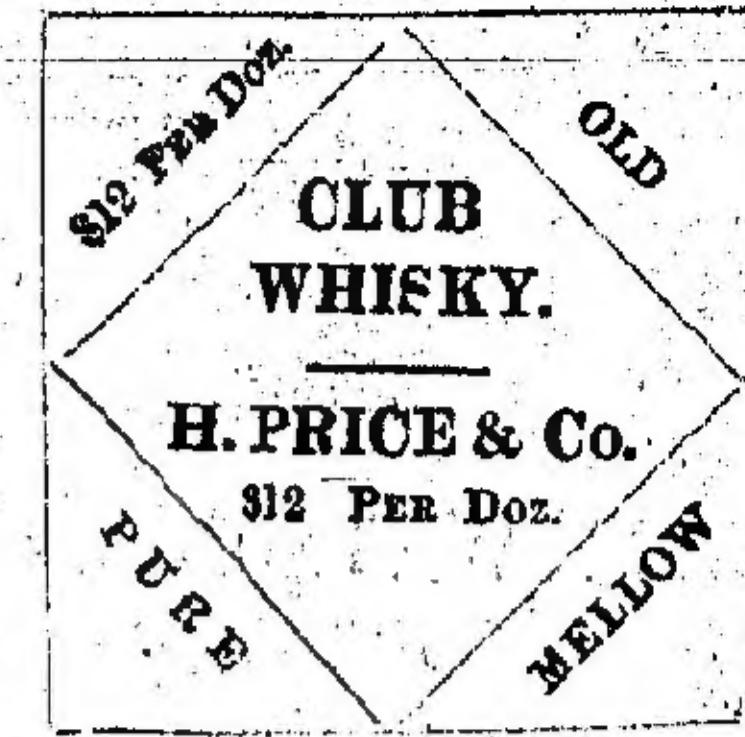
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JUBILEE  
 PILSENER BEER  
 IN ROCK BOTTLES  
 Per Case of 4 doz Qu. \$11.00  
 " 6 doz Pts. 11.00  
 SOLE AGENTS  
 H. PRICE & CO.

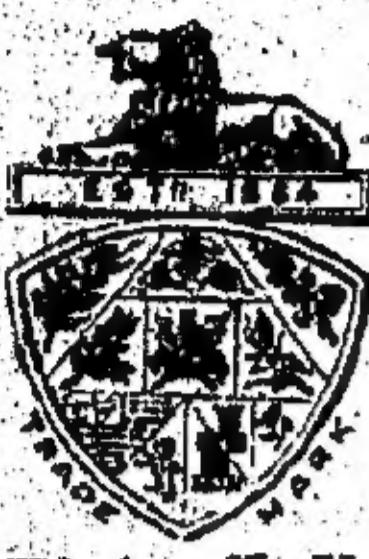
# Hongkong Daily Press.

ESTABLISHED 1857.

No. 13,445 號伍十肆百肆千零一十二年月式日 欣光十二月肆年壹零九千壹香港 HONGKONG, TUESDAY, APRIL 16TH, 1901. 式拜禮 號陸十月肆年壹零九千壹香港 PRICE, \$2½ PER MONTH



A SPECIALITY.  
**CHAMPAGNE.**



**GEORGE YOUNGER. ALLOA.**

**INDIA PALE ALE.**

PER 4 DOZ. QUARTS... \$11.00  
PER 8 DOZ. PINTS... 14.00  
ALSO IN HOGSHEADS, KILDERKINS, FIRKINS,  
AND 44 GALLONS.

Telephone No. 75.

**A. S. WATSON & CO.  
LIMITED,**  
THE HONGKONG DISPENSARY.

[4632]

**CUTLER, PALMER AND CO.**  
WINE SHIPPERS SINCE 1815.  
Who have consigned their Brands to Hongkong  
for over half a century.  
Apply to G. C. ANDERSON,  
Hongkong, 13, Praya Central

**JOHN WALKER & SONS**  
FAMOUS  
KILMARNOCK WHISKY.  
The World-renowned  
FINE OLD HIGHLAND WHISKY Shipped  
by CUTLER, PALMER & CO., is  
obtainable in Hongkong only of  
SIEMSSSEN & CO.  
Hongkong, 1st January, 1901. [43]

**CUTLER, PALMER  
& CO.'S**

PRICE \$10.75 PER DOZEN

NET

SPECIAL BLEND WHISKY

Blend  
of Selected  
Distillations of the  
Finest Scotch Whiskies

Apply to  
SIEMSSSEN & CO. Hongkong. [43]

**HONGKONG HIGHLEVEL TRAMWAYS COMPANY LIMITED.**

TIME TABLE

WEEK DAYS  
7.30 a.m. to 8.00 a.m. Every 10 minutes.  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 8.50 a.m. Every 10 minutes.  
9.30 a.m. to 11.00 a.m. Every 15 minutes.  
11.30 a.m. to 12.45 p.m. Every 10 minutes.  
12.45 p.m. to 1.15 p.m. Every 10 minutes.  
1.15 p.m. to 2.15 p.m. Every 10 minutes.  
2.15 p.m. to 3.00 p.m. Every 15 minutes.  
3.30 p.m. to 3.50 p.m. Every 15 minutes.  
5.30 p.m. to 6.00 p.m. Every 10 minutes.  
NIGHT CARS.  
8.45 p.m. to 9 p.m. to 11.15 p.m. every 1 hour.  
SUNDAYS  
8.00 a.m. to 8.30 a.m. Every 15 minutes.  
8.30 a.m. to 8.50 a.m. Every 10 minutes.  
9.30 a.m. to 10.00 a.m. Every 15 minutes.  
10.30 a.m. to 11.00 a.m. Every 10 minutes.  
12.00 Noon to 1.00 p.m. Every 10 minutes.  
1.00 p.m. to 5.00 p.m. Every 15 minutes.  
5.00 p.m. to 6.00 p.m. Every 10 minutes.  
6.00 p.m. to 7.00 p.m. Every 15 minutes.  
7.00 p.m. to 8.00 p.m. Every 10 minutes.  
NIGHT CARS as on Week Days.  
SATURDAYS  
Extra cars at 11.30 a.m. and 11.45 p.m.  
SPECIAL CARS by arrangement at the Company's Office, 38 & 40, Queen's Road Central.  
JOHN D. HUMPHREYS & SON,  
General Managers.  
Hongkong, 1st April, 1901. [4308]

**VICTORIA CYCLE**

**EMPORIUM.**  
THE pleasure of cycling consists in having a first class Machine, and the above Establishment is always leading in this respect. We are Agents for the famous "NEW HOWE" and "MONOPOLY" CYCLES, and we also supply fittings of every description. Bargains can be had in second hand Machines. Repairs executed with promptitude and skill. Enamelling a specialty.

MCKIRDY & CO.,  
43 & 45, QUEEN'S ROAD EAST.  
Hongkong, 1st April, 1901. [4348]

**WILLIAM MACLEOD, D.D.S.**  
DENTIST.  
SEA CONVENTED ARCADE.  
(Opposite Hongkong & Shanghai Bank.)  
Hongkong, 10th November, 1900. [476]

**GREEN ISLAND CEMENT COMPANY**  
PORTLAND CEMENT.  
\$3.00 per Cask of 375 lbs. net ex Factory.  
\$3.40 per Cask of 250 lbs.  
SHEWAN, TOME'S & CO.  
General Managers.  
Hongkong, 2nd July, 1900. [43102]

**INDIA PALE ALE.**

PER 4 DOZ. QUARTS... \$11.00  
PER 8 DOZ. PINTS... 14.00  
ALSO IN HOGSHEADS, KILDERKINS, FIRKINS,  
AND 44 GALLONS.

Telephone No. 75.

**A. S. WATSON & CO.**  
15, Queen's Road,  
Hongkong, 15th April, 1901. [4640]

**COTTAM & CO.**

JUST RECEIVED

**MANILA HATS**  
LADIES' AND GENTLEMEN'S.

STOP THE SPREAD OF

**PLAGUE AND CHOLERA,**  
AND ALL

**CONTAGIOUS DISEASES.**

ESSETS' FLUID, THE WORLD-REOWNED NON-POISONOUS DISINFECTANT.  
CAN BE USED WITH GREAT ECONOMY.  
One Gallon Tin will make 500 gallons of POWERFUL GERM-DESTROYING  
RELIABLE DISINFECTANT, at a Cost of Less than Half a Cent per Gallon.  
SOLE CONSIGNEE—

**WATKINS, LIMITED,**  
APOTHECARIES' HALL,  
FACTORY—MASON'S LANE. 66, QUEEN'S ROAD CENTRAL. [443]

**PHOTOGRAPHIC**

PLATES, PAPERS AND CHEMICALS  
EMULSIONS, FILMS AND ACCESSORIES,  
DEVELOPING AND PRINTING UNDERTAKEN.

A. CHEE & CO.,

17A, QUEEN'S ROAD, HONGKONG. [444]

**THE VICTORIA DISPENSARY**  
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

LEMONADE.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE.

TONIC WATER.

LEMON SQUASH.

SPECIAL TERMS to Hotels, Clubs, Messes and other large consumers. [439]

**LANE, CRAWFORD & CO.**

of all kinds imported direct from Crease and Blackwell, Lazebny, Barnes, &c., MONTHLY.  
Freshness guaranteed.

WINES and SPIRITS of Best Quality only.

SPECIAL AGENTS FOR  
Ayala's CHAMPAGNE, Red Seal PORT, House of Commons and Buchanan's Blend  
WHISKY, Napier Johnstone's Square Bottle WHISKY.

MANAGERS FOR  
Hongkong and China STEAM BAKERY.

English, French, Twisted, COTTAGE and WHEATEN BREAD.

CAKES Freshly made daily.

BI-COATS of all kinds.

WEEDING CAKES a specialty.

N.B.—All Bread made from the Choicest Bakers Extra Flour. Bakery near Happy Valley. [438]

**CUTLER, PALMER & CO.**

ESTABLISHED IN LONDON IN 1815.

SHIPPERS TO CHINA FOR 75 YEARS.

Their Brands are favourably known all over the World.

The following are some of their Stocks with the undersigned:

**SUPERB OLD COGNAC,** C.P. & Co.'s INVALIDS' PORT

\$22.50 PER DOZ.

Distinguished by 4 Stars on the label.

ANOTHER FINE COGNAC, \$16.75 per doz.

Less old than the above.

THE ELITE OF WHISKY.—

THE "PALL MALL,"

\$20 PER DOZ.

11 Years old; the finest quality shipped.

Each bottle bears an Analyst's certificate.

C. P. & Co.'s OWN SPECIAL

BLEND WHISKY,

\$10.75 PER DOZ.

Very soft, palatable, and mature.

EVERYBODY SHOULD TRY THESE ITEMS; THEY ARE UNEQUALLED AT THE PRICE

AGENTS—SIEMSSSEN & CO., HONGKONG. [447]

**BURGUNDIES**

FROM FORTIER-PICARD & CO., BEAUNE.

	1 Dozen Quarts.	2 Dozen Pints.
BEAUNE	8.80	\$10.00
CHAMBERTIN	12.00	14.00
POMMARD	12.00	14.00
NUITS	14.00	16.00
VOLVAY	14.00	16.00
CHAMBERTIN (GRAND VIN)	28.00	30.00
RED SPARKLING BURGUNDY (EXTRA DRY)	30.00	32.00
CHABLIS (WHITE)	16.00	18.00

Apply to

G. GIRAUT. [445]

**REMINGTON TYPEWRITERS**  
WITH ALL REQUISITES.

SIEMSSSEN & CO.

SOLE AGENTS.

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NEW BOOKS AND NEW EDITIONS,  
EX ENGLISH MAIL.

History of Chinese Literature, by Giles \$3.50  
The Sticker Minister's Wooing, by Crockett ... 1.50

The New Prayer-Book with Hymns ... \$1.00 to \$5.00 each

Queen Victoria Extra Numbers Graphic and London News ... \$0.75

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Evan Holden ... 1.50

Three Men on the Bummel, by Jerome ... 1.50

Collins' Clear Athas ... 70

China: Her History, Diplomacy and Commerce, by Parker ... 5.00

LECTURE AT CITY HALL.

M. R. ALEXANDER MICHAEL has kindly consented to DELIVER an ADDRESSE on "MISSIONS" in the St. Andrew's Hall, City Hall, TO-DAY (TUESDAY), the 16th April, at 3.15 P.M.

His Excellency the Governor has kindly consented to take the chair. Ladies and Members of the public are invited.

H. E. POLLOCK,  
Hon. Secretary,  
HONGKONG ODD VOLUMES SOCIETY.  
Hongkong, 13th April, 1901. [407]

PERSEVERANCE LODGE OF HONGKONG, No. 1165.

A REGULAR MEETING of the above Lodge will be held in the FREEMASONS' HALL, Zetland Street, TO-DAY (TUESDAY), the 16th inst., at 5 for 5.30 P.M. Visiting Brethren are cordially invited to attend.

Hongkong, 11th April, 1901. [492]

NOTICE.

M. R. C. P. CHATER invites the OWNERS and AGENTS of LOTS on the PRAYA, fronting the Sea, situated in the Wanloai District, from Arsenal Street to Causeway Bay, to meet him at the Chamber of Commerce Room, in the City Hall, TOMORROW (WEDNESDAY), the 17th April instant, at 3 P.M., to consider the proposals embodied in his correspondence with the Government recently published for a Reclamation of the foreshore within the limits above mentioned, and to pass a Resolution on the subject.

Hongkong, 16th April, 1901. [493]

## INTIMATION.

A. S. WATSON & CO.,  
LIMITED.

WINE AND SPIRIT MERCHANTS.

ESTABLISHED A.D. 1841.

SCOTCH  
WHISKY.

per doz. Cases.

A.—THORNE'S BLEND... \$10.80

B.—GLENORCHY, MELLOW

BLEND, a fine "Soda"

WHISKY of great age 19.80

C.—ABERLOUR-GLENLIVET 12.00

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THE HONGKONG DISPENSARY.

35

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not for publication, but as evidence of good faith.All letters for publication should be written on  
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The Daily Press.

HONGKONG OFFICE: 14, DES VEAUX ROAD CL

LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, 16th April, 1901

As was thought probable, the election by the ratepayers of two representatives to serve on the Sanitary Board yesterday resolved itself into a farce. Some fifteen gentlemen assembled at the City Hall at the stated hour, but no nominations were made. After an appeal to Dr. HARTIGAN to stand again and a brief, but interesting discussion by Messrs. G. W. F. PLAYFAIR, J. W. NORTON KYSHE, and R. C. WILCOX, who between them brought out the position of affairs very clearly, the meeting broke up. The ratepayers by their action no doubt wished to convey their sense of the absolute inability of the Sanitary Board as at present constituted and controlled. It is in these circumstances very unfortunate that a larger and more representative body of ratepayers did not make a point of presenting themselves at the City Hall, for we fear that it will now be said that the farce was due simply to that fatal apathy which envelopes public affairs generally in Hongkong. It was most desirable, if a protest was to be made in this form, that it should be well backed by numbers, so as to avoid any such misunderstanding as now seems probable. The result, however, is in any case the same, that popular representation on the Sanitary Board is at an end. The Unofficial element is all but extinct; it will cause little wonder if shortly it should be altogether extinct. We shall be deprived of the pleasure of reading so much of the academic discussions in which the Sanitary Board has been wont to indulge. For the present, that appears to be all that is likely to happen. Time and the growth of a strong public opinion in Hongkong alone can modify the position.

The Report of the Food Supply Commission, signed by Messrs. E. OSBORNE, A. M. MARSHALL, F. M. MELTLAND, FUNG WA CHUN, and Dr. W. HARTIGAN, which was published in the *Government Gazette* of Saturday last, is an interesting document, even if it brings nothing very startling to light. The reason for the extraordinary delay in the Report is set out in the letter of the above-mentioned gentlemen to Mr. FRANCIS, K.C., and that of Mr. FRANCIS in reply, which we reprint to-day in another column, and there is no need for further comment. The Report being at last made public, nearly eleven months after the Commission was appointed, and little less than four months after it was forwarded to the Government, it remains to consider what the Commission has been able to discover on this very important question. The table of percentages of rise in the wholesale and retail prices of common articles in the course of five years fully bears out the universal complaints about the price of

living, culminating in the petition presented to the Legislative Council on the 23rd March, 1900, by the Hon. T. H. WHITEHEAD on behalf of 152 ladies of this colony. The enormous rises in the price of fish, beef, mutton, eggs, poultry, rice, groundnut oil, and firewood are enough to make even those whose income is least likely to feel the hardship, pause and reflect what is to happen in the future. Europeans and natives of all races are effected by the rise, and as indications point to a continuance rather than an abatement of the trouble any steps which can be taken should receive the most earnest consideration of all concerned. It will have been seen that the Commission arrives at the conclusion that the main causes of this increase of prices have been, apart from "natural fluctuations of supply and demand," five in number, viz. (a) depreciation of silver; (b) increased cost of rice; (c) West River piracy; (d) increased rents; (e) enforcement of sanitary laws. The last item, it seems to us, is hardly clear, and the Commission vouches for no explanation. The enforcement of sanitary laws by checking overcrowding helps to send up rents; and regulations as to the slaughter of cattle and sale of food, by limiting the supply, heighten prices, which we take to be what the Report refers to. The other causes are plain enough. With regard to the price of rice, the evidence of Mr. A. W. BREWIN before the Commission on the 23rd July, may be read. Mr. BREWIN said: "When the price of rice rises, the price of everything in China goes up. There is then less poultry and less pork in the country. . . . It is a sort of extra tax on the people if they have got to pay more for their rice, and they won't keep the animals if they have got to buy rice for them." The Report goes on to allude to the effect of the increased naval and military forces in Hongkong and Manila, and then touches on a most important point on which the Commission was able to agree. The 3rd Hyderabad Contingent will be inspected to-morrow.

The annual chess match by "cable," between America and the British Isles, will be contested this year on Friday and Saturday, April 19th and 20th. Baron Albert de Rothschild, of Vienna, has again consented to act as referee and adjudicator. As we have already stated, the two days' Garrison Athletic Meeting will be held at the Happy Valley on Friday and Saturday, April 19th and 20th, inst., commencing at 2 p.m. each day. The impending departure of the Bengal Lancers and Remount Depot has rendered it necessary to strike them out of the mounted portion of the programme.

Mr. G. J. W. KING yesterday afternoon offered for sale, at the office of the Public Works Department, one lot of Crown land, Inland Lot 1,635, situated at Taipingshan, which has an area of 1,800 square feet, the annual rental being \$23. The upset price was \$7,200. There was only one bid of \$20, and the lot went to Yau Shui Chi (for Chuan Tin Sun), 12, Guttoff Street, for \$7,200.

Mr. W. F. ALDRICH, the United States Vice Consul-General, has now received official confirmation of the appointment of Mr. William A. RUBLEE, one of the editors of the *Milwaukee Sentinel*, as Consul General at this port. Mr. RUBLEE is a passenger by the *s.s. China*, which is advertised to leave San Francisco to-morrow, and Mr. Aldrich will return to the United States by the same steamer on 25th May next.

It will be seen that the Commission admits its failure to elicit by means of its enquiries any practical remedies of real value, but its recommendations nevertheless deserve full attention. We have already written, more than once, on the necessity for increased market accommodation, and we are glad to see the Commission put this suggestion in the forefront of the programme. The recommendation to drive out the vendors of tinned food and such stores aims at the same object, and is prompted by commonsense. The suppression of piracy requires no support; its necessity has been recognised for years past. The fourth recommendation is also one which appeals to the sense of everyone in the colony. The new Praya Reclamation Scheme is a step in the desired direction, and when it is followed, as it must ultimately be, by adequate means of rapid communication with the centre of business, should have a notable effect. All further expansion will in the same way need to be accompanied by tram and ferry service, if it is to be of real use to the colony. The fifth and sixth recommendations are less important, but they will, we should imagine, arouse no opposition. It will be noted, however, that the Commission is of the opinion that the present market rents are not excessive, and have not contributed to the rise in prices. The last recommendation, which is contained in

the ninth, tenth, and eleventh sections of the Report, deals with the encouragement of stock-breeding and vegetable-growing in the New Territory, and is in a way the most important of all. For this reason we must postpone its consideration for another occasion, as it is impossible to do justice to it in a few lines. The New Territory, as it now is, is the colony's "white elephant," except from a political and strategical point of view. It brings in practically nothing in return for its cost to Hongkong, and to the non-official mind the slowness of its exploitation is inexplicable. Without denying that the Land Court and Police work is being done very thoroughly, we do not think that it is too early to consider such a scheme as the Commission put forward. The remarks of Mr. LADDS on the prospects of cattle-breeding in the New Territory (p. 47 of the Report) should be read. We shall, however, return to this subject in a future issue.

It is satisfactory that the time of the Food Supply Commission and the money devoted to it were not spent entirely in vain. The report is not an ambitious production, when we consider the months which elapsed between the appointment of the Commission and the forwarding to the Government of the result of its labours. But at least it embodies concisely an amount of material calling for serious attention, and there is no doubt that some, if not all, the recommendations made must ultimately be adopted.

H.M.S. *Goliath* left yesterday for Shanghai, and the *Lizard* for Canton.

We are requested to state that Mrs. GASCOIGNE's Thursday afternoon "At Homes" will be discontinued until further notice.

A musketry camp will be formed at Stonewall's to-day, when the Royal Welsh Fusiliers will commence their annual course of musketry for 1901.

During the 48 hours there were reported six fresh cases of plague, with five deaths (all Chinese); and three fresh cases of small-pox (two Chinese, one other Asiatic), with one death (Chinese).

The return of visitors to the City Hall Library and Museum during last week shows that the former institution was visited by 303 non-Chinese and 53 Chinese, the latter by 140 non-Chinese and 1,614 Chinese.

The 3rd Madras Light Infantry paraded in marching order at Kowloon yesterday morning for inspection by the Major-General Commanding. The 5th Hyderabad Contingent will be inspected to-morrow.

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The appointment was notified at the Admiralty last month of Assistant Paymaster C. A. Underwood, to date 14th March.

The Mother Superior of the Italian Convent began to acknowledge the receipt of the following sums for the extension of the Convent:

Nicholas Post, Esq. .... \$200.00

C. Klingemann, Esq. (from Japan) 25.00

Japanese papers consider it probable that H.R.H. the Duke of York and Cornwall will pass through Japan on his way from Australia to Canada, but that he will decline all public receptions on account of the mourning for the late Queen.

The Tokyo correspondent of the *Mainichi* reports that a section of Japanese politicians is advocating an alliance of Russia and Japan, as recently suggested in a Russian journal. They urge that Japan should abandon all opposition to the Russo-Chinese treaty regarding Manchuria, and concentrate her entire strength in Corea. Strange to say, the correspondent writes, Russia has given up her designs on Corea, and the politicians believe that Japanese policy will undergo a change shortly. This report must be taken with a good deal of reserve.

Fresh missionary troubles are reported from Kiangsi and Szechuan. Recently an American bought land at a place called Kianfu, Kiangsi, in order to build a chapel. The people rose up and hindered. The local official could not manage the affair, so the American telegraphed to his Minister, who told the Tsing-ti Yamen. They ordered the Kiangsi officials to settle the case to the satisfaction of all. The Methodist Episcopalian pastor has sent a man to arrange the affair. Another case has occurred at Ta Chien-lin, Szechuan. A Roman Catholic chapel has been destroyed, and the priest driven out. The French Minister at Peking has been informed.

The ratemakers present were G. C. ANDERSON, F. C. COLLINS, A. CUNNINGHAM, J. S. HAGEN, DR. HARTIGAN, E. OSBORNE, G. W. F. PLAYFAR, T. H. REID, E. ROBINSON, A. H. SKELTON, W. M. WATSON, MESSRS. E. C. WILCOX and G. F. WILLIAMS.

On the stroke of the hour the President rose and said:

Gentlemen, I trust that some public-spirited gentlemen among you will allow themselves to be nominated. I am very pleased to see here some of the leading ratemakers of the Colony. I hope that some one will be nominated. I know what time and labour it means to some of you, but notwithstanding that, I think we ought to do something during the time we are out here for the interests of the place. Perhaps Dr. Hartigan will allow him to be re-nominated?

There was no response for a moment or two, and the President again rose, saying:

Gentlemen, will you allow me to give you my experience, just to try and see if I can arouse some interest in such matters. I cannot do otherwise than with your permission, but I would like to stir up a little interest in this matter, if it were possible to do so.

A Voice: Yes, go on!

The President: Well, gentlemen, when I first went to the Straits, our neighbouring Colony, in 1886, the apathy of the inhabitants with reference to Municipal matters was such that I know for a fact, and it came under my notice at the time, it was the intention of the Government to do away with the Municipality altogether, and I believe, as far as my recollection will carry me, that it was not with the view of opposing the Government at all that this apathetic disposition was displayed, but it was simply because the leading inhabitants took no interest in the matter. And I am in a position to say that it was only when the leading members of the community, and the principal inhabitants and business men, saw what course we had to take, that they decided to ask for the repudiation of the local law giving them more power, and I do not think that the powers given to them afterwards in any way repaid them for their apathy. Since then in Penang and Singapore I think you will find very few public-spirited men who have taken an interest in Municipal matters, and who have been at all willing to devote any time and attention to them. I do not wish to say anything against some of those who are at present on the Municipal Boards at Penang and Singapore. I think however that although comparisons are odious, there are a good many men of position and standing in that distant colony who would compare very favourably with those similarly situated here, with respect to their general apathetic attitude towards matters municipal. I am afraid that what I have said with reference to the Straits Settlements applies very much to Hongkong. I think we must take an interest in the place in which we live, and I hope that after the few words I have said upon the subject that you will allow yourselves to be nominated, and devote what time you can to the sanitary affairs of this Colony. We must abide by the law, notwithstanding its defects, and it is no use of us trying to go against it. By proper representation in the proper quarter, a probable amendment of it might take place. I do not think by refusing to be elected you are doing yourself any good, and certainly you are doing no good to the community.

Mr. Playfair said that as the president had thrown Singapore and Penang in the teeth of Hongkong, he would like to hurl Shanghai back again. Shanghai was a model community as well as a "Model Settlement." No apathy was there, and here it was not apathy but disgust. In Shanghai they had a Municipality elected by members of the community and well governed, and here they could get the same good Government if they had fair representation. They could not expect members would allow themselves to be browbeaten by Government officials. That was the reason why they say such apathy here. The people were not going to attend themselves and say they were going to be elected. The members of the Legislative Council should have been present and invited them. They were the people to do it.

Again, the site which has been selected will be occupied as a timber yard, and cooler quarters. This will not only be most dangerous to the neighbouring houses in case of fire, but the timber will prove the best hiding place for thieves and other bad characters. It was not long ago that some thieves robbed the adjoining military married quarters and hid their spoil in this very locality.

The Chinese coolies will also accommodate themselves and utilize the place as a "private latrine," and it must not be forgotten that this site is immediately overlooked by the married quarters and other respectable Chinese family houses close by.

The Sanitary Board has been bothered enough by complaints from Kowloon, and surely it does not wish to be bothered again by complaints from this quarter.

Hoping these few lines will be sufficient to induce the authorities concerned to take immediate action.—I am, yours, etc.

PRO BONO PUBLICO.

The Japanese Government having decided to relieve the garrisons in North China and Corea this month, the forces stationed at various places in China will be replaced by three regiments from the First Army Division at Tokyo, while the garrisons in Corea will be relieved by one battalion despatched from the Fourth Army Division at Sendai. A number of steamers will be chartered by the Japanese Army Department for the above purpose.

## TELEGRAMS.

## DAILY PRESS SERVICE.

## FROM OUR CORRESPONDENTS.

SHANGHAI, 15th April, 8.20 p.m.

## A NEW CAPITAL FOR CHINA.

The statement is confirmed on good authority that Hsiangyang, in Northern Hupeh, is to be the future capital of the Chinese Empire, in place of Peking.

## GENERAL NEWS.

LONDON, 14th April, 7.15 p.m.

## HAGUE COURT OF ARBITRATION.

## MR. FRANCIS AND THE FOOD COMMISSION.

We gave in our issue of yesterday the report of five members of the Food Supply Commission. The following is Mr. Francis's letter with regard to the delay in the report, to which we refer elsewhere:

Hongkong, 20th December, 1900.

Sir.—I have, within the last hour, received from Messrs. Osborne, Marshall, Matham, Fung Wah Chum and Hartigan, members of the Food Supply Commission, of which I have the honour to be chairman, a copy of a report signed by them and sent in to you with a covering letter dated the 16th instant, of which they also sent me a copy. I received from them at the same time a joint letter addressed to myself, of which it appears they have also sent you a copy.

I have no objection to make to the report they have sent in to you on the subject-matter of the inquiry. It embodies in brief the conclusions at which we unanimously arrived. I should have had very great pleasure in signing it if they had asked me to do so.

I only wish to correct one trifling mistake in the last paragraph, which runs as follows:—

"(12) We desire to state, in conclusion, that the delay in the publication of the Food Commission report has been due to the Chairman of the Commission being unable to afford time for the prosecution of the inquiry and the preparation of the report."

There was no delay in the prosecution of the inquiry. The members were unable to sit for more than two days in the week for a couple of hours each day, and the taking of evidence was proceeded with all due diligence, and was completed in July last. The delay has been in the preparation of the draft report, and I regret to say that my time was so fully occupied with my own business that I could not get it completed in time to satisfy the impatience of my colleagues. I am unable myself to see that there was any very great urgency. I was preparing a very full and detailed report, two-thirds of which had been compiled and approved by Mr. Marshall, to whom I sent it a short time ago, with a request that he would, as I was so full of work, finish it for me, he being fully acquainted with my views, and occurring in them.

Instead of doing so, a meeting of the other members of the Commission was held, to which I was not summoned, and the report prepared which has been sent you.

I probably ought not to have accepted the appointment as a member or chairman of the Commission knowing how fully occupied I am in my profession at all times. If I have put the Government to any inconvenience by so doing I apologise to the Government and to the public.

I have the honour to be, Sir, Your most obedient Servant,

JNO. J. FRANCIS.

The Honorable  
The Colonial Secretary,  
etc., etc., &c.

## HONGKONG'S FINANCES.

The following are the Financial Statement for 1900 and the Assets and Liabilities of the Colony, as published in the Gazette:—

## FINANCIAL STATEMENT FOR 1900.

LOAN ACCOUNT.	
Dr. To inscribed stock loan at 3% per cent.	\$ 1,151.
Interest to be paid off on the 15th April, 1901	341,799.151

Cr. By Banking Fund	
	10,455.132

ASSETS AND LIABILITIES.	
On the 31st December, 1900.	
Assets.	
Subsidiary coins	968,000.00
Coins in transit	970,000.00
Arrears of taxes	304,32
Arrears of Crown rent	35,832.12
Arrears of land revenue, not territory	95,599.00
Arrears—miscellaneous	61,678.39
Advances	103,90
Superannuation Sarcival	8,000.30
Post, Money Order Office	881.01
Water account	395.78
Total assets	\$9,126,488.49
Liabilities	
Military contribution towards Army services	8,400.00
Contribution towards Army services	45,000.00
For 1900	469,579.03
Deposit not available	2,300.00
Balance of taxes	16,827.15
Officers' remittances	25,695.87
Money order remittances	7,350.00
Transit charges, General Post Office	17,400.00
Civil pensions	14,390.00
Police pensions	322.33
Private drainage works	34,779.45
Public works	9,000.00
Miscellaneous	326,393.35
Balance overdrawn	
Total liabilities	\$1,023,762.80
Balance	\$1,100,765.69
	\$2,126,488.49

\* Not including \$10,415.82, value of silver at Mint Treasury, Hongkong, 29th March, 1901.

## POLICE COURT.

Monday, 16th April.

BEFORE MR. HAZLAND.

A CHARGE THAT FAILED.

The Chinese engineer of the steam launch *Dakin* was charged with stealing a ten dollar bill, on Saturday, belonging to Mr. Taylor, Victoria Dispensary, a passenger by the launch. The defendant denied the charge, and was defended by Mr. J. Hay.

A bathing party, it appears, was on board, and on coming out of the water the complainant missed his pocket, which contained the ten dollar bill. When the launch reached Blake Pier, P. C. Shepherd was called, and a search made. The note was found in a small tin box belonging to the defendant, who protested that it was his property.

His Worship dismissed the case on the ground that proof was not forthcoming that the note produced was the actual one stolen.

BEFORE MR. KEMP.

## THE CHARGE AGAINST AN AMERICAN.

Thomas A. Campbell was brought up on remand from Friday, 13th inst., charged with the theft of \$175 worth of property from Peter Larsen, a ship's officer.

Inspector Gauld—The complainant in this case has left the colony, your worship.

His Worship—Then you don't intend to call any evidence?

Inspector Gauld—No, sir.

His Worship (to defendant)—You are discharged.

## LIQUID FUEL.

## ITS UTILITY AS A PROPELLING POWER.

In continuation of our abridged report on the interesting paper read by Mr. John Lambert, the Superintending Engineer of the Cosmopolitan Dock, at the Institute of Engineers and Shipbuilders on Saturday evening we give the following:—

Another advantage derived from the use of liquid fuel on steamers was that trimming was altogether dispensed with, and that in heavy weather a steady head of steam could be maintained and in hot and close weather a steady head of steam could also be maintained, as the oil did not require a draught, as is the case with coal.

With regard to the very material gain in the deadweight carrying capacity, and which must be a very great advantage of liquid fuel, an example was given in the case of a steamer with a consumption of say 20 tons of coal per day. A run from Colombo to Aden would require a stock of at least 250 tons of coal on board, but as many merchant steamers do not call at all sealing ports, a common practice was to coal at Suez Canal direct for Singapore, or say 23 days' steaming.

A steamer therefore had to take a minimum of 500 tons of coal. It was stated that with liquid fuel the same steamer would have an ample supply with 300 tons, and she would therefore be able to carry at least 200 tons more cargo than under existing circumstances.

In steamers of larger consumption the saving of course would be more material.

It was difficult to arrive at the exact saving in consumption by the use of liquid fuel, more than the price of fuel. If properly used there should be a saving in quantity of consumption irrespective of price, and by (Mr. Lambert) knew personally that extremely large quantities could be wasted by inefficient burners and unskillful manipulation of the regulating devices. That should be borne in mind before accepting any figures.

On the *Mosel* they usually pump at from 23 to 30 lbs pressure. Each burner passes through a hole in the furnace door but very slightly larger than itself, and the burners are lighted by introducing a flame through this hole as soon as they are turned on. The spray of heated oil catches at once.

Behind the furnace door there is a damper which opens by means of a screw handle on each side of the furnace door. The damper opens to the extent of about 6 inches, and is constructed so that it fits tight when closed. A slide closes the hole through which the oil spray passes, and when the burners are put out and the boilers allowed to cool, the ingress of cold air is entirely prevented, and the furnaces cool slowly, thus minimizing the risk of damage by rapid contraction. By an arrangement of cylinders placed in the furnaces the air entering the furnace is heated to about the same temperature as the oil. This damper and cylinder arrangement I believe to be the patent of the superintendent of that steamship company.

By means of the damper the amount of oil coming through the furnaces is kept to a minimum, and the boilers allowed to cool, the ingress of cold air is entirely prevented, and the furnaces cool slowly, thus minimizing the risk of damage by rapid contraction. By an arrangement of cylinders placed in the furnaces the air entering the furnace is heated to about the same temperature as the oil. This damper and cylinder arrangement I believe to be the patent of the superintendent of that steamship company.

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One drawback of the system appears to be the consumption, which is decidedly high. The *Mosel* is 1,700 horse power, but is usually run at 1,200 horse power.

To develop this power she burns according to the engineer 18 tons per day, but this does not quite agree with his further statement that the consumption is 78 of a kilogramme per ton.

He makes equivalent to 21.1 tons per day.

The engineer also states that her consumption of the best Australian coal was 85 of a kilogramme per i. h. p. per hour. Which is to 20 tons, a saving of 2 tons according to my figures, but a saving of 5 tons from the engineer's first statement.

She carries four engineers, and 14 engineers on board, which includes men for working the deck winches.

Mr. Lambert then went on to consider the mode of carrying or stowing the fuel on board ships, and the dangers in connection therewith. He said:—"It is only but a few years since the carrying of petroleum in bulk was resorted to, and at that time it was considered most impracticable, and highly dangerous, and high wages and other considerations offered to engineers to sail in these ships, and I remember myself at the time very exaggerated figures about the first ships carrying bulk oil through the Canal, how anxiously all the time was spent in watching the temperature in the tanks whilst in the Red Sea, and the continual dread of the oil reaching such a temperature that they might be blown up at any moment. Now there is almost a continual stream of oil steamers coming through the Red Sea and the day of high wages and other inducements to men to sail in them has vanished. With ordinary care oil steamers are as safe as other ships and all accidents generally caused by carelessness. With the carrying of liquid fuel there is much less danger. There is a difference of course in the kinds of oil used, and that at that time it was considered most impracticable, and highly dangerous, and high wages and other considerations offered to engineers to sail in these ships, and I remember myself at the time very exaggerated figures about the first ships carrying bulk oil through the Canal, how anxiously all the time was spent in watching the temperature in the tanks whilst in the Red Sea, and the continual dread of the oil reaching such a temperature that they might be blown up at any moment. Now there is almost a continual stream of oil steamers coming through the Red Sea and the day of high wages and other inducements to men to sail in them has vanished. With ordinary care oil steamers are as safe as other ships and all accidents generally caused by carelessness. With the carrying of liquid fuel there is much less danger. 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## NEW ADVERTISEMENTS

## NOTICE.

A TWO DAYS' GARRISON ATHLETIC MEETING will be held at the HAPPY VALLEY, on FRIDAY and SATURDAY, the 13th and 20th April, commencing at 2 P.M. each day. The Committee regret that the impending departure of the Bengal Lancers and Remount Depot have rendered it necessary to strike them off the Mounted portion of the Programme.

Hongkong, 16th April, 1901. [1020]

## NOTICE.

MRS. GASCOGNE'S THURSDAY AFTERNOON "AT HOMES" will be discontinued until further notice.

Hongkong, 16th April, 1901. [1030]

## JUST OPENED.

A FINE CONSIGNMENT of FRENCH PRESERVES of a well known make. Quality will speak for itself.

H. RUTTON JEE,

5, D'Aguilar Street,

Hongkong, 16th April, 1901. [1031]

## FOREIGN THEATRE.

## PERFORMANCE TO-DAY.

JAPANESE THEATRES are well-known in the world, and all the big Foreign Circuses have to engage Japanese Artists to join in the Performances. This Company has to pay a high price to engage over twenty male and female Artists, and the arts they perform have been well practised. Great applause has been given from all the places they have been to. Now this Company has come to Hongkong, en route, to stay a short period. The best acts they perform are to play Bicycles on steel wire, exercises on high pillars and jump several tons of feet high on the sea-saw. All the artists being wonderful and excellent are quite able to please the auditors, who will doubtless give great applause. It is a fact that the artists are unparalleled.

Come and see!

Locality on Praya, the Reclamation Ground, opposite Bonham Strand West.

Day Performance from 2:30 P.M. to 5 P.M.

Night Performance from 8:30 P.M. to 11 P.M.

Hongkong, 16th April, 1901. [1032]

## PRICES:-

First Class ..... \$1.00.  
Second ..... 50.  
Third ..... 30.

Hongkong, 16th April, 1901. [1033]

## PUBLIC AUCTION.

THE Undersigned has received instructions to Sell by Public Auction.

on

THURSDAY, the 16th April, 1901, at 2:30 P.M., at his Sales Rooms, Queen's Road.

SUNDAY HOUSEHOLD FURNITURE, &c.

Comprising:-

DRAWING, DINING and BED ROOM FURNITURE  
OVERMANTELS, PICTURES, BOOKS,  
GROCERY, GLASS and PLATED

WARE.

TWO CAMERAS.

TWO PIANOS and ONE CONCERTINA.  
ONE NEW BICYCLE.

TWO COOKING STOVES.

Ac. &c. &c.

TERMS OF SALE.—As Customary.

V. I. REMEDIOS,

Auctioneer.

Hongkong, 16th April, 1901. [1033]

THE UPPER YANGTSE SYNDICATE LIMITED

(IN LIQUIDATION).

THE YANGTSE VALLEY SYNDICATE LIMITED

(IN LIQUIDATION).

In the matter of the Companies Act, 1862 to 1890, and in the matter of the UPPER YANGTSE SYNDICATE, LIMITED, and THE YANGTSE VALLEY SYNDICATE, LIMITED.

The above two Syndicates having agreed to amalgamate, a new Company has been registered for the purpose under the name of the YANGTSE VALLEY COMPANY, LIMITED, which acquires the assets and adopts the obligations of both Syndicates. To comply with English Law it is necessary to give the following formal notice to creditors:-

NOTICE IS HEREBY GIVEN that the creditors of the above named Syndicates are required on or before the 31st day of July, 1901, to send their names and addresses and the particulars of their debts or claims and the names and addresses of their Solicitors, if any, to the Liquidator of the respective Syndicates, and if so required by notice in writing from the said Liquidator as by their Solicitors to come in and prove their debts and claims at such time and place as shall be specified in such notice or in default thereof they will be excluded from the benefit of any distribution made before such debts are proved.

Dated this seventh day of March, 1901.

E. ELTHAM JOHNSON,

Liquidator.

THE UPPER YANGTSE SYNDICATE, LTD.

110, Canton Street,

London, E.C.

G. G. WALKER,

Liquidator.

THE YANGTSE VALLEY SYNDICATE, LTD.

12, St. Swithin's Lane,

London, E.C.

We concur in the statement preceding the above notice.

For the YANGTSE VALLEY CO., LTD.

THOS. GILBERT,

Secretary.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM YOKOHAMA AND KOBE.

THE Steamship

"TRIESTE,"

having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst. at 3 P.M.

No Fire Insurance will be effected.

SIEMSSSEN & CO.,

Agents.

Hongkong, 15th April, 1901. [1034]

NORTHERN PACIFIC STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "OLYMPIA"

FROM TACOMA, VICTORIA YOKO-

HAMA, KOBE, MOJI and

SHANGHAI.

THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

DODWELL & CO., LTD.

Agents.

Hongkong, 15th April, 1901. [1035]

## NEW ADVERTISEMENTS

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCHOW.

THE Company's Steamship

"THALES."

Captain Robson, will be despatched for the above ports TO-DAY, the 16th inst., at 10 A.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.

General Managers.

Hongkong, 15th April, 1901. [1034]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR HAIPHONG.

THE Company's Steamship

"HAILOONG."

Captain Bothurst, will be despatched for the above ports TO-DAY, the 16th inst., at 4 P.M.

For Freight or Passage, apply to

DOUGLAS LAPRAIK & CO.

General Managers.

Hongkong, 15th April, 1901. [1035]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SHANGHAI AND HANKOW.

THE Company's Steamship

"SUEVIA."

Captain Wagner, will be despatched for the above ports TO-DAY, the 16th inst., at 5 P.M.

This Steamer has superior accommodation for First and Second Class Passengers, and carries a Doctor and a Stewardess.

For Freight or Passage, apply to

HAMBURG ASIENKA LINE,

Hongkong Office.

Hongkong, 15th April, 1901. [1035]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"LOONGSANG."

Captain Weigall, will be despatched as above on THURSDAY, the 19th inst., at 4 P.M.

This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.

For Freight or Passage, apply to

JARDINE, MATHESON & CO.

General Managers.

Hongkong, 15th April, 1901. [1025]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOT POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE, AND YOKOHAMA.

THE Company's Steamship

"INDUS."

Captain Riquier, will be despatched for the above ports on or about MONDAY NEXT, the 22nd inst.

For Freight or Passage, apply to

G. DE CHAMPEAUX,

Agent.

Hongkong, 15th April, 1901. [1026]

FOR SHANGHAI.

THE Steamship

"ELITA NOSSACK."

Captain Bruhn, will be despatched for the above ports on TUESDAY, the 23rd inst., at 4 p.m.

For Freight, apply to

EAST ASIATIC TRADING CO., LTD.

Agents.

Hongkong, 15th April, 1901. [1026]

ESTEAD AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)

THE Steamship

"GUTHRIE."

Captain McArthur, will be despatched for the above ports on THURSDAY, the 9th of May, at 5 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.

For Freight or Passage, apply to

GIBB, LIVINGSTON & CO.

Agents.

Hongkong, 15th April, 1901. [1027]

GENERAL MANAGEMENT.

The Management of the Business will be conducted heretofore until the engagement of a competent Manager by the Co.'s Agents in London.

SOLICITORS:

Messrs. MOUNSEY & BRUTTON,

39 and 41, Des Voeux Road.

AUDITOR:

**HONGKONG  
BUSINESS DIRECTORY.**

BOOKBINDING

"DAILY PRESS" OFFICE  
The only office in China having European  
taught workmen. Equal to Home Work.

BUILDERS

KANG ON  
Contractor, 20, Des Voeux Street. Local  
and Coast Port Buildings, Timber, Brick  
and Granite.

Mechanics engaged. Estimates given

CHIMISTS, DRUGGISTS, &c.

THE PHARMACY.  
10, Queen's Road, Central. Family and  
Dispensing Chemists. Wines, Spirits and  
Cigars.

THE VICTORIA DISPENSARY.  
Chemists and Druggists; High-class Aera-  
ted Waters. Dealers in Photographic  
Requisites. Queen's Road.

FURNITURE WAREHOUSEMEN

A CHEE & CO., Established 1852.  
Every Household Requisite. Depot for  
Eastman's Kodak Films and Accessories;  
17a, Queen's Road, Central.

JEWELLER

MAISON LEVY HERMANOS,  
Diamond Merchants and Watchmakers, 40,  
Watson's Building, Queen's Road. Also  
at Shanghai, Manila, Paris and Iollo.

PHOTOGRAPHERS

A FONG.  
The largest and most complete Studio in  
Hongkong. Established 1859. Views,  
Engravings, Ivory Miniatures, Oil  
Paintings &c.; Ice House Street.

MEE CHEUNG.  
Ice House Street, Top Floor. Permanent  
Enlargements, Groups, Views, etc. Develop-  
ment Works. Amateurs' Requisites.

M. MUMAYA, JAPANESE ARTIST.  
Brussels and Crayon Enlargements and  
also colouring Photos and relief Photos.  
Views of China and Manila. Work  
done for Amateurs. No. 5a, Queen's  
Road, Central.

J. YERA.  
Japanese Photographer, 14, Beaconsfield  
Arcade, Queen's Road C., also Wan Chai.  
Amateur's Requirements a Specialty.

PRINTING

"DAILY PRESS" OFFICE.  
Prints read by Establishment.

STOREKEEPERS

E. BLACKHEAD & CO.  
Navy Contractors. Shipchandlers, Sail-  
makers, Provision and Coal Merchants,  
Praya Central, next Hongkong Hotel.

BISMARCK & CO.  
Navy Contractors. Ship Chandlers,  
Provision and Coal Merchants. Sail-  
makers, etc. Fresh Water supplied to  
Vessels in the Harbour.

KWONG SANG & CO.  
Shipchandlers, Sailmakers, Hardware,  
Engineer Tools, Brass and Iron Mer-  
chants, 144, Des Voeux Road.

MORE & SEIMUND.  
43 and 45, Des Voeux Road. Shipchandlers,  
Sailmakers, Engineers, Commission Agents  
and General Storekeepers; Sole Agents  
for Shipowners Composition "Grey-  
hound" Brand") and Blundell,  
Spence & Co.'s Composition.

TAILORS

R. HAUGHTON & CO.  
Naval Military and Court, 16, Queen's Road,  
Opposite Kuban's Curio Store.

TOBACCONISTS

D. S. DADY BUEJOR, "LOS FILIPINOS,"  
Importer of the Best Manila Cigars; 25,  
Pottinger Street.

WATCHMAKERS

IDROZ & CO.  
19, Queen's Road, Central. Repairs of  
Watches and Clocks by competent  
European experts, at moderate rates.

OREGON LUMBER.

THE Undersigned, being closely connected  
with the leading MILLS at PORT-  
LAND and PUGET SOUND, are always pre-  
pared to book orders for any specifications at  
LOWEST RATES. SIEMSEN & CO.  
Hongkong, 14th February, 1901. [50]

Y. E. SANG & CO.

COAL MERCHANTS.  
have always on hand  
LARGE STOCKS OF EVERY DESCRIPT-  
ION OF COAL.  
Address—Care of Messrs. KWONG SANG & CO.  
No. 144, DES VOEUX ROAD. [83]

DAVID CORSAIR & SON'S  
NAVY BOILED  
LONG FLAX CANVAS  
RELIANCE CROWN  
TARPAILING.  
ARNHOLD, KARBERG & CO.  
Sole Agents.

PORLTAND CEMENT  
J. B. WHITE & BROS

SOLE AGENTS FOR CHINA,  
HOLLIDAY, WISE & CO.  
Hongkong, 16th September, 1899. [760]

AMERICAN MACHINERY.

WE have OPENED a MACHINERY  
DEPARTMENT, and are prepared  
to furnish Prices &c. on STEAM ENGINES,  
GAS and OIL ENGINES, BOILERS,  
PUMPS, LATHEs, DRILL PRESSES,  
PLANERS, PNEUMATIC TOOLS, WOOD  
WORKING MACHINERY, HOISTING  
MACHINERY, SAW MILLS, MACHIN-  
ISTS' SMALL TOOLS, BUILDERS'  
HARDWARE &c.

Made in America (U.S.A.)  
Prices quoted in U.S. New York, or c.i.f.  
Hongkong  
REUTER, BROCKELMANN & CO.,  
Hongkong, December, 1900. [125]

TO LET.

TO LET.

WITH IMMEDIATE POSSESSION.

N° 9, SEYMOUR ROAD.  
Apply to—  
S. B.  
Care of Daily Press Office,  
Hongkong, 14th March, 1901. [740]

TO LET.

HOUSE at MOUNT KELLETT SPUR,  
now in occupation of H. MATHEWSON  
BROWN, Esq.  
Apply to—  
LINSTEAD & DAVIES,  
Hongkong, 27th March, 1901. [876]

TO LET.

N° 45, ELGIN STREET, a SIX-  
ROOMED HOUSE. Immediate posse-  
sion.  
Apply at—  
No. 43, ELGIN STREET.  
Hongkong, 11th April, 1901. [930]

TO LET.

TWO very spacious and well ventilated  
TWO-STORYED EUROPEAN RE-  
SIDENCES with GARDENS and TENNIS  
LAWN, each containing 6 ROOMS, BATH-  
ROOMS and OUTHOUSES, in MACDONNELL  
ROAD, on Inland Lot No. 1,509.  
Apply to—  
TANG LAP TING,  
No. 18, Queen Street, Hongkong,  
or to—  
MOOK MAN CHEUNG,  
Butterfield & Swire,  
Hongkong, 19th March, 1901. [792]

TO LET.

HOUSE, No. 3, SEYMOUR ROAD, now  
occupied by E. JONES, Esq. 3 STOREYS  
European Residence, containing 6 ROOMS  
and commanding a good View of the Harbour.  
Apply to—  
DARTLY & CO.,  
Agents,  
19, Queen's Road, Central.  
Hongkong, 10th April, 1901. [980]

TO LET.

A VERY spacious and well-ventilated  
EUROPEAN HOUSE with a GARDEN  
and TENNIS LAWN, NO. 27, ROBINSON  
ROAD, known as "FERNSIDE," containing  
8 ROOMS, BATH ROOM and OUTHOUSES.  
Possession from 1st June, 1901.  
Apply to—  
TAM TSZ KONG,  
42, Bonham Strand-West.  
Hongkong, 13th April, 1901. [1008]

TO LET.

(From 1st April next).  
TWO SPACIOUS GODOWNS, with  
UPPER FLOORS for Dry Goods, Nos. 1  
and 2, facing the Sea, and Situated at BEL-  
CHINE'S BAY on M. Lot 243.  
Apply to—  
JOSEPH & CO.,  
1, Duddell Street.  
Hongkong, 26th March, 1901. [865]

TO LET.

"MEIRION'S" THE PEAK, a FIVE-  
ROOMED HOUSE. Completely  
Furnished, from 1st May till 31st August.  
Apply to—  
PAUL BREWITT,  
Care of DABLY & CO.,  
19, Queen's Road.  
Hongkong, 15th April, 1901. [1016]

OFFICES TO LET.

2ND FLOORS of Nos. 62a and 64,  
and GROUND FLOOR No. 68,  
QUEEN'S ROAD CENTRAL.  
Apply to—  
ON CHAI & CO.,  
2nd Floor No. 52, Gage Street.  
Hongkong, 16th January, 1901. [524]

TO LET.

A HOUSE in RIPPON TERRACE.  
Apply to—  
THE HONGKONG LAND INVEST-  
MENT & AGENCY CO., LTD.  
Hongkong, 18th March, 1901. [666]

TO LET.

"STILLINGFLEET," PEAK ROAD,  
6 ROOMED HOUSE from 1st May.  
Apply to—  
ARRATOON V. APCAR & CO.,  
Hongkong, 14th March, 1901. [741]

TO LET.

NOS. 2 & 5, RICHMOND TERRACE—  
Immediate Possession.  
Apply to—  
LAU CHU PAK,  
Care of A. S. Watson & Co., Ltd.  
Hongkong, 2nd April, 1901. [612]

TO LET.

COMMODIOUS GODOWN on First Floor  
in Duddell Street.  
Also,  
FURNISHED, "THE EYRIE," a spacious  
and grandly situated bungalow at Peak.  
For Particulars, apply to—  
R. C. WILCOX,  
8, Beaconsfield Arcade,  
Hongkong, 3rd April, 1901. [933]

TO LET.

POSSESSION APRIL 1ST.  
NO. 1, STEWART TERRACE.  
Apply to—  
J. W. NOBLE.  
Hongkong, 6th March, 1901. [661]

BOARD AND RESIDENCE.

MRS. GILLANDERS  
"GLENWOOD,"  
21, CAINE ROAD.  
Hongkong, 20th September, 1900. [869]

BOARD AND RESIDENCE.

COMFORTABLY FURNISHED  
ROOMS, with Board.  
Apply to Mrs. MATHER,  
2, Pedder's Hill.  
Hongkong, 1st January, 1892. [602]

BOARD AND RESIDENCE.

MRS. SIDNEY JEFFREY,  
"VERITAS,"  
BEACH ROAD WEST,  
FELMISTOW, SUFFOLK,  
ENGLAND.  
Hongkong, 28th August, 1900. [723]

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DOM STIC AND SOCIAL.  
BY EMINENT WOMEN WRITERS.  
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THE DUTIES OF MOTHERHOOD.  
BY  
MRS. ADA S. BALLIN,  
Editor of "Baby: The Mother's Magazine,"  
and of "Womanhood."

Opponents of woman's progress are apt to contend that with the so-called emancipation of women from the former condition of household drudge and entire dependence on her "lord and master," the duties of motherhood are apt to be neglected, and that women who in bygone years would have been the darlings

of their little ones now either remain childless, have fewer children, or hand the care of these children over to strangers. Although this may be true, if true it is, I think, only so in a very limited number of cases, for as long as human nature remains as it is now in the joy and privilege of maternity must appeal to the majority of women, and I am convinced that not only do the women of to-day take motherhood more seriously and feel more impressed by their responsibility than they did in former years, but that the superior education of the woman of to-day, and the activity of her mental life is of direct benefit to the children. The devoted slave of former years may have sacrificed every other pleasure in life to the care of her children, and yet that care being untempered by judgment and not based upon a knowledge of infant necessities, was, I think, of less value to the children than the intelligent culture now bestowed upon them. Women may and do have fewer children than in former years, but among those of the middle and upper class there are fewer deaths, less disease, fewer deformities, and a vastly improved general condition of health. Now, as in all ages, the baby brings love with it, but although love may possibly perform miracles it cannot give knowledge, nor save the little one from sickness, sorrow, and death, which such knowledge may avert. Those women who benefit by the higher education, have acquired a certain habit of intelligent thought, of concentrating their attention on the duties in hand, and of carefully considering what is best to be done. They would not, like the young mother of a former age, fly to so-called "experienced nurses," whose knowledge is very often of a far more harmful than a beneficial kind, or to equally untrustworthy friends for advice, and then follow it blindly; but they would rely upon their own judgment sufficiently to adopt advice if it seemed reasonable, or, if not, to reject it.

Takes a case in point. A young mother of the educated classes who had engaged an expensive monthly nurse and a doctor of good report, left the care of her new-born infant, while she herself was ill, entirely to them. The child was born healthy and in capital condition, but at the end of the month, it had lost severely in weight, and ran a good chance of dying from indigestion, when the mother sent for me all in a hurry to see what was the matter. What I found was this: the nurse had been giving the bottle too hot, which had set up catarrh of the stomach, and had been giving milk almost undiluted, which would be enough to disorder any ordinary infant's digestion. The doctor knowing such a supposed excellent nurse had been engaged, had evidently not troubled himself about the matter at all. As soon as the mother was well enough to dispense with the nurse, the baby was put on artificial human milk, and with care and attention has grown up to be a fine little fellow. This only shows how unwise it is for a mother to trust to anyone, even those whom she has been taught to think are fitted by education to take better care of her child than herself. It is the mother's duty to study exactly what the infant requires, and the best method of supplying all its wants.

I cannot urge mothers too strongly to be cautious as to those to whom they entrust the care of their children even indoors, and much more so out of doors. Most nurses come from a class who are prodigal of infant life, and who think that the mere fact of having had children, quite independently of whether they have lived or died through ignorance, is sufficient to give them claims to the respect of a young mother. One day in an omnibus, an elderly woman informed me that the baby she was nursing was her fourth grandchild. "Nine times living," she said, "twenty-one we've buried. One of my daughters had thirteen, and buried eight." As she was getting out of the bus, she let the child's head hang over her arm, so that the least jerk would have dislocated its neck. "Mind his head," I cried. "Oh, talk to me," she indignantly said, "with my experience!" Yet her experience had buried more than half the children experimented on.

Parents should never forget the immense responsibility conferred upon them by having brought children into the world. There are many who either tolerate children as a necessary evil, or treat them as playthings formed for their special amusement, rather than as rational human beings who are affected from the very first fall into the mistake of thinking that it will be soon enough to look after them when they are a little older, and saying, "You cannot do anything with babies," they leave them to the charge of servants. Yet it is the earliest impressions that are of the most importance, as regards the future of the child: for from birth to the age of seven years, the growth and development of all the functions of the body and mind are immensely more rapid, so their care required during this period

Education, both mental and physical, should begin from birth. Not only can the senses be trained from the very first, but inherited evils of temper, etc., ought to be watched for and checked as they arise. Charles Darwin, who made a very careful study of this growth and development of his child, showed that during the first seven days only such reflex actions as yawning, stretching, and screaming were performed, but on the seventh, the mind was beginning to be reflective and to react on the body, for when the naked sole of the baby's foot was touched with a piece of paper, baby jerked it away and curled its toes. At this time a warm hand applied to the baby's face excited a wish to suck. Even as early as during the first fortnight the child would start on hearing a sudden sound, and blink his eyes. Once, when the baby was sixty-six days old, his father sneezed, whereupon the child started violently, frowned, looked frightened, and cried rather badly, being for a hour afterwards in a nervous state. A few days before he had started at an object suddenly seen. This shows how early children become susceptible to their surroundings, and incidentally that great care should be taken not to startle them by sudden sights and sounds at a time when this may already tend to set up a habit of nervousness. The passion of anger is early seen in young children. In Darwin's study it showed itself at four months old, and when a little over seven months he screamed with rage because a lemon slipped away and he could not reach it with his hands. At eleven months old, if a wrong plaything were given to him he would push it away and beat it.

For the proper training of children watchfulness and knowledge are constantly required, broad general rules of life apply to all children alike, but even in such elementary matters as feeding, infants require special study, and food that may suit one child admirably might as surely bring another to its grave. Each has physical peculiarities needing study and care and each child has intellectual qualities and aptitudes which also need to be taken specially into consideration. No system of education in schools is not the best means of cultivating the highest talents. A curious thing was pointed out to me the other day by a graphologist, the truth of which was of course evident when I began to think about it. It was that in endeavouring to study the character from the handwriting of those who have been educated under the School Board, there is a great resemblance that individuality seems to have been stamped out, and when she said that, I remembered a remark once made by a great statesman on the same subject, that the School Board was a vast machine for crushing all kinds and shapes of children's brains into one mould. While the broad lines of education must of necessity be the same for all, we should beware of any tendency to check individuality and, by so doing, produce stereotyped individual unlikely to rise to any kind of pre-eminence.

If the mother educates the child

## VESSELS ADVERTISED AS LOADING.

DESTINATION	VESSEL'S NAME	FLAG & BIG	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DISPATCHED
LONDON, &c., VIA PORTS OF CALL	SOBRAON	Brit. str.	—	L. M. Wibmer, E.N.R.	P. & O. S. N. CO.	On 27th inst., at Noon.
LONDON	INDOMENUS	Brit. str.	—		BUTTERFIELD & SWINE	To-day.
LONDON VIA MANILLA	AGAMEMNON	Brit. str.	—		BUTTERFIELD & SWINE	On 15th inst.
LONDON	AIAZ	Brit. str.	—		BUTTERFIELD & SWINE	On 30th inst.
LONDON	ANTENOR	Brit. str.	—		BUTTERFIELD & SWINE	On 14th May.
LONDON	CANTON	Brit. str.	—		P. & O. S. N. CO.	On or about 18th May.
LIVERPOOL	PYTHIUS	Ger. str.	—		BUTTERFIELD & SWINE	On 17th inst., at Noon.
BREMEN, VIA PORTS OF CALL	KONG ALBERT	Ger. str.	Jap. str.	O. Coppers	MELCHERS & CO.	On 19th inst., at Daylight.
MARSEILLES, LONDON & ANTWERP, V. SPOE, & C.	SANUKI MARU	Brit. str.	—	W. Townsend	NIPPON YUSEN KAISHA	On 18th inst., at 10 A.M.
MARSEILLES & LONDON	CANDIA	Fren. str.	—	A. W. Symes, E.N.R.	MESSAGERIES MARITIMES	On 22nd inst., at 1 P.M.
NEW YORK VIA PORTS & SUET CANAL	OCEANIAN	Brit. str.	—	Schmitz	DODWELL & CO. LIMITED	On or about 20th inst.
NEW YORK VIA SUET CANAL	RICHMOND CASTLE	Brit. str.	—		CARLOWITZ & CO.	On or about 3rd May.
VANCOUVER, VIA SHANGHAI, &c.	ASTURIA	Ger. str.	—	O. P. Marshall, E.N.R.	CANADIAN PACIFIC R. CO.	On 24th inst.
VICTORIA, B.C., & TACOMA	OLYMPIA	Brit. str.	—	J. Truebridge	DODWELL & CO. LIMITED	On 19th inst., at 4 P.M.
VICTORIA, B.C., & VIA SHANGHAI, &c.	IDZUMI MARU	Jap. str.	—	M. J. Currow	NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
VICTORIA & VANCOUVER, B.C., V. INLAND SEA, &c.	TARTAR	Brit. str.	—	G. D. Bowles, E.N.R.	CANADIAN PACIFIC R. CO.	On 7th May, at Noon.
SAN FRANCISCO VIA AMOY, &c.	GARLIC	Brit. str.	—	O. C. S. S. CO.	O. & C. S. S. CO.	On 23rd inst., at Noon.
SAN FRANCISCO VIA SHANGHAI, &c.	AMERICA MARU	Jap. str.	—		TOYO KISEI KAISHA	On 17th inst., at Noon.
SAK FRANCISCO VIA SHANGHAI, &c.	CITY OF PEKING	Amt. str.	—		PACIFIC MAIL S. S. CO.	On 18th inst., at Daylight.
SAN DIEGO, &c., VIA MOJI, &c.	STREATHGYLE	Brit. str.	—		BUTTERFIELD & SWINE	On 20th inst.
AUSTRALIAN PORTS	TSINAN	Jap. str.	—		BUTTERFIELD & SWINE	On 23rd inst.
AUSTRALIAN PORTS	YAWATA MARU	Brit. str.	—		NIPPON YUSEN KAISHA	On 26th inst., at 4 P.M.
AUSTRALIAN PORTS	GUTHRIE	Aus. str.	—		GIEBE, LIVINGSTON & CO.	On 9th May, at 5 P.M.
TRIESTE, &c., VIA PORTS OF CALL	TEILESTE	Aus. str.	—		SANDEE, WIELER & CO.	To-day.
YOKOHAMA & KOBE	GIBELA	Jap. str.	—		SANDEE, WIELER & CO.	On 26th inst., at Daylight.
KOBE & YOKOHAMA	SHINANO MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 15th inst., at Noon.
NAGASAKI, KOBE & YOKOHAMA	KABUGA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 23rd inst., at Noon.
MOJI, KOBE & YOKOHAMA	HIBOSHIMA MARU	Brit. str.	—		NIPPON YUSEN KAISHA	To-day, at 5 P.M.
SHANGHAI & HANKOW	SURVIA	Ger. str.	—		HAMBURG-AMERIKA LINIE	On or about 22nd inst.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	INDUS	Fren. str.	—		MELCHERS & CO.	On 23rd inst., at 4 P.M.
SHANGHAI & JAPAN	ELITA NOSSACK	Ger. str.	—		EAST ASIAN TRADING CO., LTD.	On or about 20th inst.
SHANGHAI, NAGASAKI, HIRO & YOKOHAMA	CEYLON	Brit. str.	—		P. & O. S. N. CO.	On or about 27th inst.
FOOCHOW	BALLAABAT	Brit. str.	—		MELCHERS & CO.	Quick despatch.
FOOCHOW VIA SWATOW & AMOY	PRINS HEINRICH	Ger. str.	—		BUTTERFIELD & SWINE	On 19th inst.
SWATOW, AMOY & FOOCHOW	HUNAN	Brit. str.	—		MITSUBI BUSSAN KAISHA	On 24th inst., at Daylight.
SWATOW, AMOY & TAIWANFOO	TAHALS	Brit. str.	—		DOUGLAS LAPRAK & CO.	To-day, at 10 A.M.
TAMQUA VIA SWATOW & AMOY	AKASHI MARU	Jap. str.	—		MITSUBI BUSSAN KAISHA	To-morrow, at Daylight.
HAIPHONG	MAIDZURO MARU	Jap. str.	—		DOUGLAS LAPRAK & CO.	On 21st inst.
MANILA	HAILOONG	Brit. str.	—		JARDINE, MATHESON & CO.	To-day, at 4 P.M.
MANILA	LOONGSAM	Brit. str.	—		JARDINE, MATHESON & CO.	On 19th inst., at 4 P.M.
SINGAPORE, PENANG & CALCUTTA	TSINAN	Brit. str.	—		JARDINE, MATHESON & CO.	On 23rd inst.
BOMBAY, VIA SINGAPORE & COLOMBO	CHELYDRA	Brit. str.	—		JARDINE, MATHESON & CO.	On 18th inst., at Noon.
	KAGOSHIMA MARU	Jap. str.	—		NIPPON YUSEN KAISHA	On 26th inst., at Noon.

## SHIPPING.

## VESSELS ON THE BERTH

ARRIVALS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE AND AEGAEAN PORTS).

THE Company's Steamship

"TRIESTE."

Captain Mitis, will be despatched as above to DAY, the 16th inst.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to

SANDER, WIELER &amp; CO.

Agents.

Hongkong, 8th April, 1901.

THE OSAKA SHOSEN KAISHA, LIMITED.

FOR SWATOW, AMOY, AND TAIWANFOO.

THE Company's Steamship

"AKASHI MARU,"

Captain K. Sudzuki, will be despatched for the above ports TO-MORROW, the 17th April, at DAYLIGHT.

For Freight or Passage, apply to

THE MITSUBI BUSSAN KAISHA,

Agents.

Hongkong, 3rd April, 1901.

THE ZWEEREN, British str., 946, Ainsworth, Saigon 11th April, General.—CHINESE.

April 15, ANDALUSIA, German steamer, 5,441, Elbers, Wilhelmshaven via Colombo 4th April.

THE SIEMSEN &amp; CO.

April 15, ARIAKA MARU, Jap. str., 2,183, T. Tasaka, Kuchinotau 10th April, Coal.

M. B. KAISHA.

April 15, FUSHUN, British str., 1,506, W. H. Lum, Shanghai 12th April, General.—CHINESE.

April 15, LOONGSAM, British str., 1,002, G. S. Weigall, Manila 12th April, Sugar.

JARDINE, MATHESON &amp; CO.

April 15, SUZUYA, German str., 5,009, Wagener, Hamburg 27th February and Singapore 9th April, General.—SIEMSEN &amp; CO.

April 15, DR. HANS JERO KIER, Norw. str., 691, Larne, Canton 15th April, General.—E. A. TRADING CO., LTD.

CLEARANCES.

AT THE HAIFOOGE MASTER'S OFFICE.

15TH APRIL.

Ulysses, British str., for Shanghai.

Tantalus, British str., for Singapore.

Idomenus, British str., for Singapore.

Szechen, British str., for Canton.

Flandria, German str., for Canton.

Independent, German str., for Swatow.

Hainan, German str., for Chefoo.

Wongku, German str., for Yap.

Tung Maru, Japanese str., for Chefoo.

DEPARTURES.

LALPOORA, British str., for Am.

April 14, Loyal, German str., for Java.

April 14, TAICHOW, German str., for Swatow.

April 15, Goliath, British battleship, for Shanghai.

April 15, ULYSSER, British str., for Shanghai.

April 15, SZECHEN, British str., for Canton.

April 15, FLANDRIA, German str., for Canton.

April 15, LIZARD, British gunboat, for Canton.

VESSELS IN DOCK.

ABERDEEN DOCKS.—Luzon.

KOWLOON DOCKS.—U.S.S. Ida de Luzon.

U.S.S. Bennington, U.S.S. Yorktown, Hanai, Illes, Lang Tsing, Hangchow, Clavering, Ping-suey, Compania de Filipinas, H.M.S. Ocean, Styx, Shantung, Keeyang, Burnside, Argus, Strachgyle.

THE METROPOLITAN DOCK.—U.S.S. Concord, Colonies, Peru, Petrina, Tarter.

SHIPPING REPORTS.

The British steamer Fushun, from Shanghai 12th April, had light variable winds and some rain for throughout.

The Belgian steamer Charles Roget, from Saigon 14th April, had fine, clear weather and light easterly wind.

The British steamer Loongsang, from Manila 12th April, had light northerly breezes, hazy weather and smooth sea, thick fog in the proximity of Wagan.

The British steamer Wosung, from Wuhs 5th April, had light variable winds and cloudy with occasional rain from Steep Island to Lamock.

From Lamock to Breaker Point dense fog; thence to port light variable air and hazy.

On 14th spoke Kwongsong, off Pedro Blance, from Hongkong for the North.

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.

THE Imperial German Mail Steamship

"PRINZ HEINRICH."

OF THE NORDDEUTSCHE LLOYD.

Captain E. Heintz, due here with the outward

German Mail about TUESDAY EVENING.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further particulars, apply to

MELCHERS &amp; CO., Agents.

Hongkong, 15th April, 1901.

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## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

SAFETY.

SAFETY.

FOR	STEAMERS	TO SAIL ON	REMARKS.
MARSEILLE AND	CANDIA	10 A.M., 18th	Freight or Passage.
LONDON	A. W. Symes, E.N.R.	April	
SHANGHAI AND JA-	CEYLON	About 20th	Freight or Passage.
PAN	W. Hayward, E.N.R.	April	
LONDON, &c.	SOBEAON	Noon, 27th	See Special Advertisement.</td

## VESSELS ON THE BERTH.

## OCEAN STEAMSHIP COMPANY.

## OUTWARDS.

FROM STEAMERS DUE  
GLASGOW and LIVERPOOL "CALCHAR" On 19th April.  
GLASGOW and LIVERPOOL "DARDANUS" On 2nd May.

## HOMEWARDS.

FOR STEAMERS TO SAIL  
LONDON "DOMENEUS" On 16th April.  
LONDON VIA MANILA "AGAMEMNON" On 19th April.  
LONDON "AJAX" On 30th April.  
LONDON "ANTENOR" On 14th May.  
LIVERPOOL "EVERHUS" On 15th May.  
(Taking Cargoes at London Rates.)

The S.S. "ULYSSES" arrived on Saturday morning from GLASGOW and LIVERPOOL, and will sail for SHANGHAI and JAPAN to-night.

For Freight, apply to

BUTTERFIELD & SWIRE,

AGENTS O. S. S. Co.

Hongkong, 15th April, 1901.

## CHINA NAVIGATION CO., LIMITED.

## FOR STEAMERS TO SAIL.

FOOCHOW "HUNAN" On 19th April.  
PORT DARWIN THURSDAY ISLAND COOKTOWN TOWN, SVILLE BRISBANE SYDNEY TSINAN" On 23rd April.  
and MELBOURNE "TSINAN" On 23rd April.

\* The attention of Passengers is directed to the superior accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is carried.

For Freight or Passage, apply to—

BUTTERFIELD & SWIRE,  
AGENTS.

Hongkong, 15th April, 1901.

## FOR NEW YORK VIA PORTS AND SUEZ CANAL.

With Liberty to call at MANILA.  
THE Steamship

"RICHMOND CASTLE" will be despatched for the above ports on or about the 20th instant, and will be followed by Steamships "PATRAN," "FEEDENE," and "LOWTHER CASTLE".

For Freight, apply to DODWELL & CO., LTD.  
Agents.

Hongkong, 8th April, 1901. [3291]

THE OSAKA SHOSSEN KAISHA, LIMITED.

FOR FOOCHOW, SWAOV AND AMCY.

THE Company's Steamship

"ANPING MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 23rd April, 1901, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA.

Hongkong, 10th April, 1901. [17]

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES.

MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

GARLIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama) TUESDAY, May 7, 1901, at NOON, and Honolulu.

DORY (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama) SATURDAY, June 1, 1901, at NOON, and Honolulu.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama) THURSDAY, June 27, 1901, at NOON, and Honolulu.

THE Company's Steamship "GAELIC" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE INLAND SEA, YOKOHAMA, and HONOLULU on TUESDAY, the 7th May, 1901, at NOON.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and Passengers are allowed to break their journey at any point en route.

Through Passenger Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Special rates (first-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embark at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, Queen's Building.

GEORGE BOKLEY, Acting Agent.

Hongkong, 15th April, 1901. [4]

## NATAL LINE OF STEAMERS.

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AMERICA, in connection with IMPERIAL CHINA STEAM NAVIGATION CO.'s fortnightly service home to CALCUTTA. Sailings from CALCUTTA for CAPE PORTS every fortnight. For Freight and further particulars apply to DODWELL & CO., LIMITED, General Agents for China and Japan. Hongkong, 15th August, 1897.

## VESSELS ON THE BERTH.

## U.S. MAIL LINE.

## PACIFIC MAIL STEAMSHIP COMPANY.

## VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama) THURSDAY, April 30, 1901, at NOON, and Honolulu.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama) SATURDAY, May 25, 1901, at NOON, and Honolulu.

(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama) TUESDAY, June 18, 1901, at NOON, and Honolulu.

THE Company's Steamship "CITY OF PEKING" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE INLAND SEA, YOKOHAMA and HONOLULU on THURSDAY, the 30th April, 1901, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of steamers, and to the principal cities of the United States or Canada. Rates may be obtained upon application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, and to Government officials and their families.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Coupons Invoices to accompany Cargo destined to points beyond San Francisco to the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th April, 1901. [16]

## VESSELS ON THE BERTH.

## BATTERFIELD &amp; SWIRE.

Marie Johnson, Ger. str., 1,700, Hommert, April 14, Jeshan & Co.

Paiyang, German str., 897, Weise, April 10, East Asiatic Trading Co., Limited

Paris, British steamer, 1,234, Almond, Mar. 24, Shewa, Tomes & Co.

Petrarch, German str., 1,252, Uecker, Mar. 24, Melchers & Co.

Petralina, British str., 900, Snape, Mar. 25, Arnhold, Karberg & Co.

Pingtung, British str., 4,149, Pernell, April 7, Jardine, Matheson & Co.

Pronto, German str., 632, Grandt, April 14, Siemens & Co.

Shantung, British steamer, 1,835, Quill, April 2, Batterfield & Swire

Skarsvad, Norwegian str., 1,130, Tallefson, April 11, T. M. Stevens

Skuld, Norwegian str., 913, Berbom, April 12, Chinese

Stratagile, British str., 3,234, Gordon, April 5, Batterfield & Swire

Suevia, German str., 5,069, Wagener, April 15, Siemssen & Co.

Sullberg, German str., 782, Jessen, April 12, Batterfield & Swire

Taiga-Maru, Jap. str., 763, Kakimi, April 12, Order

Tsiaihun, Amer. str., 1,216, Patterson, April 8, Chinese

Taita Maru, Jap. str., 2,009, Hirai, April 13, Batterfield & Swire

Mitsui Busan Kaihisho

Tantalus, British str., 2,281, Gregory, April 14, Batterfield & Swire

Tartar, British steamer, 2,733, Bowles, April 4, C. P. R. Co.

Thais, British steamer, 320, Robson, April 14, Douglas Lapraik & Co.

Thyra, British str., 2,244, Dunning, April 9, Order

Trieste, Austrian str., 3,023, Mitzi, April 14, Sander, Wieler & Co.

Wongkiol, German str., 1,115, Muhe, April 11, Mischer & Co.

Wosang, British str., 1,127, Johns, April 15, Batterfield & Swire

Zweave, British str., 946, Alnsworth, April 15, Chinese

SAILING VESSELS.

Adolph, Obrik, Amer. ship, 1,262, Amesbury, Dec. 19, Standard Oil Co.

Hattie C. Smith, Amer. schr., 45, Riley, Feb. 24, Master

Largo Bay, British ship, 1,178, Adams, April 7, Sander, Wieler & Co.

Louise J. Kenny, Amer. schr., 155, Olsen, Mar. 30, Master

Luzon, Amer. 4-m. schr., 512, Anderson, Mar. 31, Holliday, Wise & Co.

Madagascar, British 4-m. bark, 1,097, Smith, Mar. 4, Standard Oil Co.

Paul River, Amer. ship, 1,641, Wilson, Feb. 20, Standard Oil Co.

President, British bark, 766, Munro, April 3, Chinese

Sea Witch, Amer. ship, 1,172, Howes, Feb. 21, Master

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

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Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Coupons Invoices to accompany Cargo destined to points beyond San Francisco to the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.

GEORGE ECKLEY, Acting Agent.

Hongkong, 15th April, 1901. [1018]

## THE CHINA AND JAPAN TELEPHONE CO., LTD.

## HONGKONG EXCHANGE.

## OPEN DAY AND NIGHT.

## SUBSCRIPTIONS.—

## EXCHANGE LINES.

\$80 Per Annum.

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## ELECTRIC SUPPLIES OF EVERY DESCRIPTION IN STOCK.

Including—

BATTERIES, CHEMICALS,

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LIGHTNING-CONDUCTORS,

SW

## POST OFFICE NOTICES.

The Empress of India, with the Canadian Mail, left Shanghai on Saturday, the 13th inst., at 3 p.m., and may be expected here to-day.  
The Prince Heinrich, with the German Mail of the 18th March, left Singapore on Friday, the 12th inst., at 3 p.m., and may be expected here to-day.  
The Indus, with the French Mail of the 22nd March, left Singapore on Monday, the 16th inst., at 5 a.m., and may be expected here on or about Tuesday, the 17th inst. This Packet brings replies to letters despatched from Hongkong on 16th February.

## MAILS WILL CLOSE.

FOR	FROM	DAY AND HOUR.
Cuba.....	Iloco.....	Tuesday, 16th, 10.00 A.M.
Singapore.....	Idameneus.....	Tuesday, 16th, 11.00 A.M.
Malaya.....	Dianamente.....	Tuesday, 16th, 11.00 A.M.
Holloway, Singapore and Bangkok.....	Loosok.....	Tuesday, 16th, 11.00 A.M.
Swatow, Amoy and Foochow.....	Thales.....	Tuesday, 16th, 11.00 A.M.
Macao.....	Hanom.....	Tuesday, 16th, 11.00 A.M.
Singapore.....	Hingung.....	Tuesday, 16th, 3.00 P.M.
Haiphong.....	Hailoong.....	Tuesday, 16th, 4.00 P.M.
Newchwang.....	Sulberg.....	Tuesday, 16th, 4.00 P.M.
Kumchuk and Samshui.....	Tungkong.....	Tuesday, 16th, 4.00 P.M.
Shanghai.....	Poating.....	Tuesday, 16th, 5.00 P.M.
Canton.....	Pouan.....	Tuesday, 16th, 5.00 P.M.
Swatow, Amoy and Arping.....	Akashi Maru.....	Wednesday, 17th, 9.00 P.M.
Haiphong.....	Heitao.....	Wednesday, 17th,
EUROPE, &c., India via Tuticorin.....	Konig Albert.....	Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents).....	Letters.....	11.00 A.M.
Singapore, Colombo and Bombay.....	Trieste.....	Wednesday, 17th, 1.00 P.M.
Takao.....	Taito Maru.....	Wednesday, 17th, 5.00 P.M.
Singapore, Penang and Calcutta.....	Candia.....	Thursday, 18th, 9.00 A.M.
Manila.....	Chelydron.....	Thursday, 18th, 11.00 A.M.
Foochow.....	Agamemnon.....	Friday, 19th, 3.00 P.M.
Yokohama and Kobe.....	Loonegan.....	Friday, 19th, 4.00 P.M.
Kobe, Yokohama, San Diego and San Francisco.....	Hurna.....	Saturday, 20th, 3.00 P.M.
EUROPE, &c., India via Tuticorin.....	Galee.....	Saturday, 20th, 5.00 P.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents).....	Strathgyle.....	Mondays, 22nd,
EUROPE, &c., India via Tuticorin.....	Oceanian.....	Circulars..... 8.00 A.M.
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents).....	Letters.....	Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU and SAN FRANCISCO.....	America Maru.....	Papers..... 10.30 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).....	Tsinan.....	Letters..... 11.00 A.M.
Manila, Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney and Melbourne.....	Tsinan.....	Tuesday, 23rd, Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, VICTORIA and VANCOUVER, B.C.....	Empress of India.....	Letters..... 11.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents).....	Sobranie.....	Tuesday, 23rd, 4.00 P.M.
EUROPE, &c., India via Tuticorin.....	Tortor.....	Wednesday, 24th, Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 A.M.)
(Late Letters 11.10 to 11.30 A.M. Extra Postage 10 cents).....		Letters..... 11.00 A.M.
Kobe, Yokohama, Vancouver and Victoria, B.C. ....		Saturday, 27th, Circulars..... 8.00 A.M.
TO-DAY.		Registration, 10.00 A.M. (Registration, with late fee of 10 cents, up to 10.45 P.M.)
Public Auction, Sundry Goods, Sales Rooms, 11 a.m., Hughes and Hough.		Letters..... 11.00 A.M.
General Meeting of Shareholders, Olymers, Freshfield Mines, Ltd., 38 and 44, Queen's Road, noon.		Letters..... 11.00 A.M.
Public Auction, Curios, &c., Sales Rooms, 2 p.m., G. P. Lammet.		Letters..... 11.00 A.M.
Public Auction, Surplus Stores, Commissariat Depot Godown, 2.30 p.m., Hughes and Hough.		Letters..... 11.00 A.M.
Lecture on "Missions," by Mr. Alex. Michie, St. Andrew's Hall, 3.15 p.m.		Letters..... 11.00 A.M.
Brough Comedy Company, City Hall, 9 p.m., Tyrants of Tears.		Letters..... 11.00 A.M.
TO-MORROW.		Letters..... 11.00 A.M.
Public Auction, Household Furniture, 6 P. Ormsby Terrace, Kowloon, 2.45 p.m., G. P. Lammet.		Letters..... 11.00 A.M.
Meeting re Reclamation of Foreshore, Chamber of Commerce Room, City Hall, 3 p.m.		Letters..... 11.00 A.M.
COMMERCIAL.		Letters..... 11.00 A.M.
CLOSING QUOTATIONS.		Letters..... 11.00 A.M.
MONDAY, 15th April.		Letters..... 11.00 A.M.
ON LONDON.—		Letters..... 11.00 A.M.
Telegraphic Transfer.....		Letters..... 11.00 A.M.
Bank Bills, on demand.....		Letters..... 11.00 A.M.
Bank Bills, at 30 days' sight.....		Letters..... 11.00 A.M.
Bank Bills, at 4 months' sight.....		Letters..... 11.00 A.M.
Credits, at 4 months' sight.....		Letters..... 11.00 A.M.
Documentary Bills, 4 months' sight/11/11.		Letters..... 11.00 A.M.
ON PARIS.—		Letters..... 11.00 A.M.
Bank Bills, on demand.....		Letters..... 11.00 A.M.
Credits, at 4 months' sight.....		Letters..... 11.00 A.M.
ON GERMANY.—		Letters..... 11.00 A.M.
On demand.....		Letters..... 11.00 A.M.
ON NEW YORK.—		Letters..... 11.00 A.M.
Bank Bills, on demand.....		Letters..... 11.00 A.M.
Credit, 60 days' sight.....		Letters..... 11.00 A.M.
ON BOMBAY.—		Letters..... 11.00 A.M.
Telegraphic Transfer.....		Letters..... 11.00 A.M.
Bank, on demand.....		Letters..... 11.00 A.M.
ON CALCUTTA.—		Letters..... 11.00 A.M.
Telegraphic Transfer.....		Letters..... 11.00 A.M.
Bank, on demand.....		Letters..... 11.00 A.M.
ON SHANGHAI.—		Letters..... 11.00 A.M.
Bank, at sight.....		Letters..... 11.00 A.M.
Private, 30 days' sight.....		Letters..... 11.00 A.M.
ON YOKOHAMA.—		Letters..... 11.00 A.M.
On demand.....		Letters..... 11.00 A.M.
ON MANILA.—		Letters..... 11.00 A.M.
On demand.....		Letters..... 11.00 A.M.
ON SINGAPORE.—		Letters..... 11.00 A.M.
On demand.....		Letters..... 11.00 A.M.
ON BATAVIA.—		Letters..... 11.00 A.M.
On demand.....		Letters..... 11.00 A.M.
ON HAIPHONG.—		Letters..... 11.00 A.M.
On demand.....		Letters..... 11.00 A.M.
ON SAIGON.—		Letters..... 11.00 A.M.
On demand.....		Letters..... 11.00 A.M.
ON BANGKOK.—		Letters..... 11.00 A.M.
On demand.....		Letters..... 11.00 A.M.
SOVEREIGN, Bank's Buying Rate.....		Letters..... 11.00 A.M.
GOLD LEAF, 100 fine, per tael.....		Letters..... 11.00 A.M.
BAR SILVER, per oz.....		Letters..... 11.00 A.M.
OPIUM.		Letters..... 11.00 A.M.
Quotations are: Allowances net to 1 catty.		Letters..... 11.00 A.M.
Malwa New.....		Letters..... 11.00 A.M.
Malwa Old.....		Letters..... 11.00 A.M.
Malwa Older.....		Letters..... 11.00 A.M.
P. P. per wrapped.....		Letters..... 11.00 A.M.
Persian fine quality.....		Letters..... 11.00 A.M.
Persian extra fine.....		Letters..... 11.00 A.M.
Patna New.....		Letters..... 11.00 A.M.
Patna Old.....		Letters..... 11.00 A.M.
Banaras New.....		Letters..... 11.00 A.M.
Banaras Old.....		Letters..... 11.00 A.M.
VESSELS EXPECTED.		Letters..... 11.00 A.M.
THE GERMAN MAIL.		Letters..... 11.00 A.M.
The Imperial German mail steamer Konig Albert left Shanghai on Saturday, the 13th inst., at 3 p.m., and may be expected here to-day.		Letters..... 11.00 A.M.
The Imperial German mail steamer Prince Heinrich carrying the German mails with dates from Berlin of the 18th ult., left Singapore on Friday, the 12th inst., at 2 p.m., and may be expected here to-day.		Letters..... 11.00 A.M.

## JOINT STOCK SHARES.

## Hongkong, 15th April.

COMPANY.	Paid Up.	QUOTATIONS
Banks—		500/- per £100 =
Hongkong & P. Co....	\$125	£15/- buyers
China & Japan, only	24	£1/-
Nat'l Bank of China	24	£1/-
A. Share.....	28	£26/- buyers
B. Share.....	28	£20/- sellers
Foun. Shares.....	21	£15/- sellers
Bell's Asbestos E. & C. Co....	21	£1/-
Campbell, Moore & Co.	\$10	£20/-
China Light and Power Co. Ltd. ....	\$20	nominal
China Sugar Co. Ltd. ....	\$10	£20/- sales
Cigar Companies—		£135/- buyers
Albania, Limited.....	\$300	£1,500 buyers
Le Commercial, Ltd. ....	\$300	£1,000 buyers
Henzina, Limited.....	\$100	£100
La Favorita, Ltd. ....	\$500	£1,000 buyers
Corton Mills.....		£1,000 buyers
Ewo.....	Tls. 100	£14/- buyers
International.....	Tls. 100	£4/-
Laot Kung Mow.....	Tls. 100	£5/-
Seychoe.....	Tls. 500	£23/-
Yahloong.....	Tls. 100	£5/-
Hongkong.....	\$100	£11/- sales
Dairy Farm.....	\$6	£7/- buyers
Fewick & Co., Geo. ....	\$25	£5/- sellers
Green Island Cement.....	\$10	£10/- sales
H. & C. Bakery.....	\$50	£50/-
Hongkong & C. Gas. ....	\$10	£15/- buyers
Hongkong Electric.....	\$1	£12/- sellers
H. H. Tranways.....	\$100	£200 buyers
Hk. Steam Water-boat Co. Ltd. ....	15	£7/-
Hongkong Hotel.....	\$50	£12/-
Hongkong Ice.....	\$25	£18/- buyers
H. & K. Wharf & G. Co....	\$50	£10/-
Hongkong Kopo.....	\$50	£15/-
H. & D. Duck.....	\$125	£20/- buyers
Insurance—		£100/-
Canton.....	\$50	£100 buyers
China Fire.....	\$25	£83/- buyers
China Traders.....	\$25	£50/-
Hongkong Fire.....	\$30	£20/- buyers
No. 1 China.....	425	Tls. 182/-
Straits.....	\$20	nominal
Union.....	\$50	£28/- buyers
Yangtze Land and Building—		£100/-
Hongkong Land Inv. ....	\$100	£200 sellers
Humphreys Estate.....	\$80	£13/- buyers
Kowloon Land & B. West Point Building.....	\$80	£2/- buyers
Luzon Sugar.....	\$100	£5/-
Mining—		£100/-
Charbonnages.....	Frs. 250	£300/- sellers
Gt. Estn. & C'Donian	£1	nominal
Do. Preference.....	£1	10 cents
Jebulu.....	250	£3/-
Queen's Minas, Ltd. ....	250	nominal
Oliver's Minas, A. ....	£1	£1/-
Do. E. ....	£1	15/- buyers
Punjum.....	£1	5/-
Do. Preference.....	£1	12/-
Rambu.....	£1	10/-
Wanshi Warehouse.....	£372	£63/- buyers
Watkins, Ltd. ....	£10	£10/- sales & sellers
Universal Trading Co., Ltd. ....	£21	£20/- nominal
Steamship Coys.—		£100/-
China and Manila.....	£50	£2/- buyers
China Mutual Prefer. ....	£10	£1/-
China Ordinary.....	£10	£1/-
Do. ....	£5	£7/-
Douglas Steamship H. & C. ....	£50	£50/- buyers
H. Canton and M. Indo-China S. ....	£10	£34/- buyers
Shell Transport and Trading Co. ....	£1	£3/- sellers
Star Ferry.....	£10	£23/- buyers
Tekapo Planting Co. ....	£5	£8/- buyers
United Asbestos .....	£4	£4/- buyers
Do. ....	£1	£20/-
Wanchai Warehouse.....	£372	£63/- buyers
Watkins, Ltd. ....	£10	£10/- sales & sellers
Universal Trading Co., Ltd. ....	£21	